



Hongkong Daily Press.

ESTABLISHED 1872

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is sometimes necessary in domestic or business life.
BUT NEVER RETRENCH
where your eyes are concentrated.
Money is never better spent
than on the eyes if they need it.
ATTENTION!
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號五廿百六千九萬一第

日二十月三年酉辛

HONGKONG, FRIDAY, APRIL 29TH, 1921.

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TIME-TABLE.

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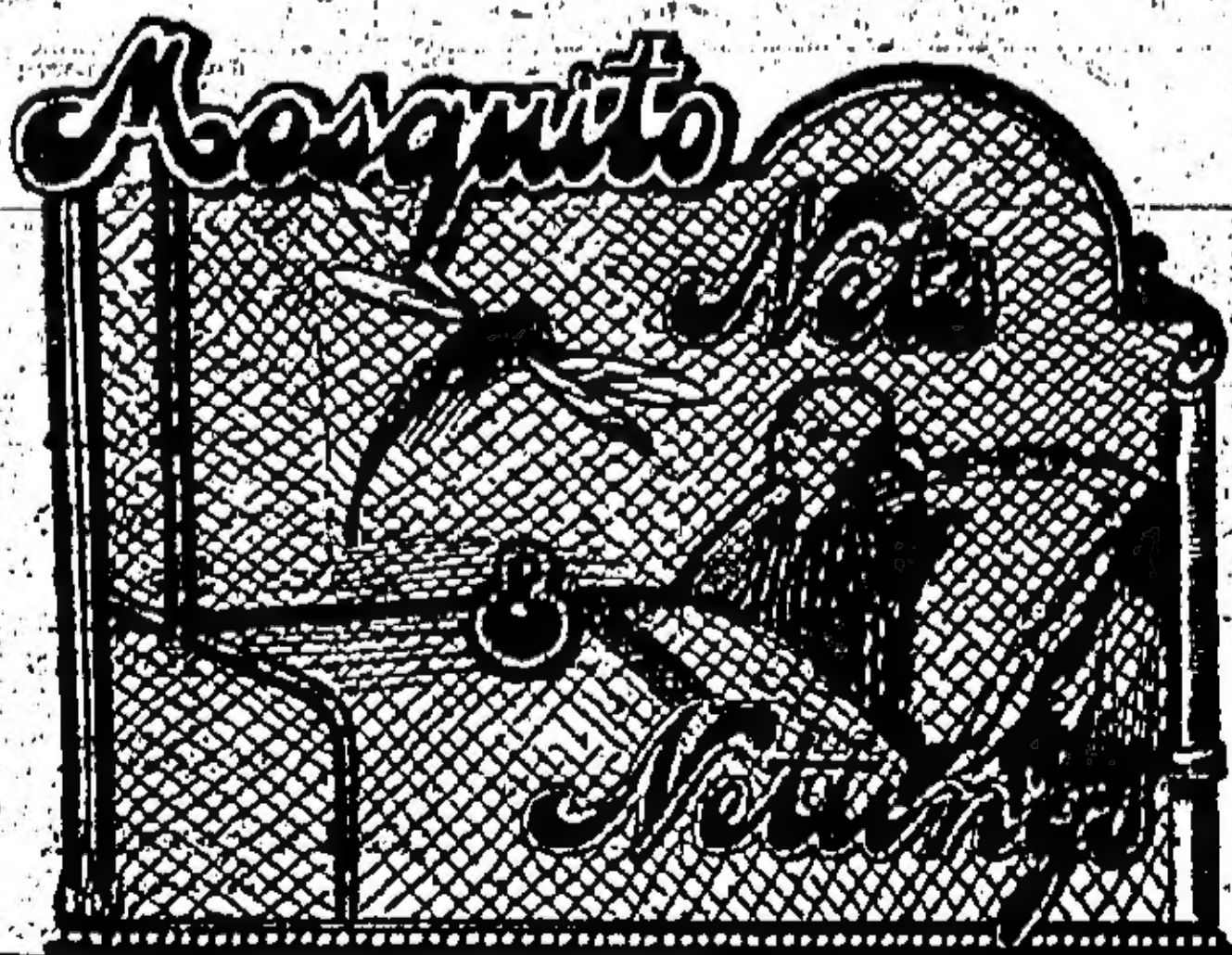
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DEATH OF THE DUTCH CONSUL AT SHANGHAI.

MR. J. H. DE REUS.

We regret to record the death of Mr. Jacob Hendrik de Reus, the Consul-General for the Netherlands, at Shanghai, whose death occurred last week. Mr. de Reus was formerly the Dutch Consul in Hongkong.

The funeral was a very impressive ceremony, it being attended by a very large gathering of sympathizing friends, representative of all sections of the local community.

Members of the Consular Body and Chinese officials attended at the Netherlands Consulate-General, No. 17, Route des Sours, at four o'clock and a quarter of an hour later the cortege proceeded to the Cemetery. The coffin, which was draped with the Netherlands flag, was carried in a hearse, surrounded by beautiful wreaths, and followed by those who had assembled at the Consulate. As far as the boundary of the International Settlement it was escorted by a body of Annamite police, and thenceforward to the Cemetery gates, was preceded by Sikh mounted police. At the entrance to the Cemetery the cortege was joined by other officials and members of the Netherlands community.

As the hearse proceeded from the gates of the Cemetery to the door of the chapel, it was followed by Mr. W. Daniels, Vice-Consul, and other members of the staff of the Netherlands Consulate-General. The deceased's medals and decorations being borne on a cushion, while another official carried his sword and hat. Immediately behind them followed the four senior consuls—Sir Everard D. H. Fraser, K.C.M.G., (Consul-General for Great Britain), Mr. H. Wilden (Consul-General for France), T. Bassehou (Consul-General for Denmark) and Mr. E. S. Cunningham (Consul-General for the United States). Then came several representatives of other foreign Consulates: Mr. Hui Yuan, Commissioner for Foreign Affairs, and Mr. S. K. Chen, his chief secretary; representatives of the Chinese Army and Navy; Mr. Kuan Chun, senior magistrate of the Mixed Court, and other Chinese officials.

The gathering at the Cemetery was so large that only a small proportion could gain admittance to the Chapel, where the funeral service was read in an impressive manner by the Rev. C. E. Spencer, Sub-Dean of Holy Trinity Cathedral.

WHAT WAR MEANS.

AN AMERICAN LEADING ARTICLE.

The Times recently received from an anonymous correspondent at St. Louis a cutting of the following leading article by the American writer Dr. Frank Crane. The journal in which it appeared is not specified, but the author is described in "Who's Who in America" as an editorial writer for the Associated Newspapers, a syndicate comprising 120 newspapers in the chief cities of the United States. Dr. Frank Crane is one of the most widely-read publicists in America.

The article is headed, "What a War Means" and says:

We are in the habit of saying that war between Great Britain and the United States of America is unthinkable. It is not. Anything is thinkable. Suppose we think of it for there is a very considerable element in this country that is doing its level best to bring on such a calamity. In the first place there is an "ancient grudge," as Owen Wister has so vividly described for us, born in the War of the Revolution and carefully nursed in school histories ever since. Then there is the fact that for the mob, patriotism is always hate of some other country rather than love of one's own, and Great Britain was our earliest foe. Besides these, the natural friction and envy between kin and of late the Irish question has added to the heat. It is also quite the style for politicians and newspapers, of the lower sort, to indulge in the popular pastime of twisting the Lion's tail.

It is from such small sparks that great conflagrations grow.

Nobody expected the last Great War. It "just grew." And nobody expects a war between the two great English-speaking Powers. But wars are not planned; they are tremendous explosions caused by the growing pile of (1) long-tongued hate, (2) carefully nurtured jealousies, and (3) the passion of great battle fleets or armies. That pile is growing. All that is needed is for some fool to drop a match in it and it will blow up. Some reckless American or some chuckle-headed Englishman, given just the right occasion, can bring on the horror.

It will mean, to begin closest home, the ending of the Canadian border. Canada is loyal to their Empire, and they are good fighters. For many a year we have lived beside this our neighbor in the peaceful rivalry of trade. Whose imagination is equal to the unappealing results of a war upon so widely stretched a border? It will mean the bombardment of New York or London. It will mean, of course, a clash between the two most powerful navies in the world, with all the loss of life and property that it involves. It will mean a war infinitely more frightful than the last, since the Germans waged over only Belgium and parts of France, while this war will affect the richest and most populous centres of civilization.

There is little doubt that to-day what civilization we have depends upon Great Britain and the United States. If they fight both will be destroyed, whichever conquers. That will be the end of the white man and his ideals. By his own incredible folly he will have cut his throat, and the sceptre will pass to the Oriental.

In other words, it will be the Day of Judgment and the wiping out of European culture and States. Just as Greece and Rome was destroyed by the barbarian. Another Dark Age will ensue, ravaged by the unbridled fanaticism of Russia and the Imperial plotters of Japan.

All this is absurd! So it is. And so was the last war.

A GAMBLING QUARREL LEADS TO A STABBING AFFRAY.

Before Mr. G. N. Orme, at the Magistrate's yesterday, a Chinese was charged with having caused, with another man not in custody, grievous bodily harm to another Chinese on the first floor of No. 70, Third Street, on April 16th last.

The complainant said he had gambled with the accused and others. He lost heavily to all four men. He paid two strangers in full, and offered to settle part of his debt with accused and Chan Ahim, as he had done on a previous occasion. This time Chan Ahim insisted that the witness should pay his debt (\$14.50) in full. There was a slight dispute. Afterwards, the accused and the others went to another cubicle where they talked in low tones for a while. Witness remained in the sitting room, and was smoking a pipe when all four returned. Without warning, the accused suddenly seized witness from behind and pinned his arms to his side. Chan Ahim then whipped out a knife and stabbed witness several times. The witness fell to the floor whereupon the accused and Chan Ahim ran downstairs. Struggling to his feet, witness gave chase, in spite of his injuries, and followed his assailants until he felt giddy and collapsed. A Chinese constable came to his assistance and applied raw tobacco to his wounds to stop the flow of blood. The witness then fainted. When he came to, the accused was produced and he identified him as one of his assailants.

The accused denied taking any part in the assault and said that he was not gambling on the day in question. The quarrel was between Chan Ahim and the complainant. It did not concern him. The complainant was "making matters bad" for him because he happened to be Chan Ahim's friend, and Chan Ahim could not be found.

The Magistrate passed the sentence of six months' hard labour and four hours' stocks in lieu of the first day.

GYMKHANA.

THE ENTRIES.

The entries for the Gymkhana on May 7th are as follows:

Five Furlongs for Subs.—Peradventure, King Harry, Neston, Frampton, Mouldy, Workshop, Glad Eye, Carpenter, Ragged Nut, Shooting Star, Dekko, Mountain Bear, Givenchy.

Class Handicap.—Redbird, Myrtle, Tasha, Cranby, Tweededum, Birdshop, Tuckshop, Spoilt Child, Merryland, Ragged Nut, Bolshiev, By Jingo, Repulse Bay Chief, Harlequin, Beggar King, Moorland King, Coal King, Spyn, Shooting Star, St. Anthony, Light, Backspot, Mountain Stream, Light, Stanley Chief, Quo Vadis, Ajax, Pantile, Scamperdale, Soapy Sponge, Tiddleywinks, Charing Cross, Spotted Sand, Forest Child, Dandy Child, Our John and Ardelan.

Gymkhana Stakes.—Speckled Mouse, Spoilt Child, Merryland, Bolshiev, By Jingo, Harlequin, Beggar King, Hutton, Louza, Quo Vadis, Scamperdale, Jawleyford, Spotted Sand, Dandy Child, Hongkong Chief, Stanley Chief and Parran.

Polo Scoury.—Peanut, Mouse, Talisman, Springer, Black, Chestnut, Murphy, Brown Paper, Liddy, Miserrimus Doleful, Vee Mouse, After Dark and Moonshine.

Two-mile Post Handicap for Subs.—Peradventure, Leighton, Neston, Frampton, Pawnshop, Workshop, Birdshop, Glad Eye, Carpenter, Coal King, Flywheel, Shooting Star, St. Anthony, Backspot, Dunlop, Louza, Quo Vadis, Ajax, Frame, Tiddleywinks, Repulse Bay Chief, Ardelan and Savynake.

11 Mile Handicap.—Leighton, Tuckshop, Pawnshop, Spoilt Child, Bolshiev, By Jingo, Harlequin, Beggar King, Moorland King, Flywheel, St. Anthony, Hutton, Dunlop, Mountain Bear, Light, Ajax, Scamperdale, Jawleyford, Soapy Sponge, Forest Child, Our John, Kandy Chief, Hongkong Chief and The Anier.

VENUS'S 8-HOUR DAY.

AMERICAN SCIENTIST'S CLAIM.

Professor W. H. Pickering, the American lunar and planetary observer, claims to have solved the mystery that has surrounded the rotation period of Venus for more than 30 years.

According to Professor Pickering, the planet, which is now a conspicuous object in the evening sky, rotates on its axis once in 88 hours, the rotation being direct. He finds that the planet's axis lies almost in the plane of its orbit, the inclination thereto being only four or five degrees, compared with 60 degrees in the case of the earth.

In 1800 the Italian observer Schiaparelli, the original discoverer of the so-called "canals of Mars," announced that Venus only rotated once in 225 days, and, therefore, always turned the same face to the sun. Before then it was generally believed that the planet's day was about 24 hours 21 minutes long. Schiaparelli's result was, however, confirmed by Perrotin, Terby, Lowell, and other first-class observers, though some have continued to maintain the older view. It was hoped that the spectroscopic method would solve the problem, but it has yielded contradictory results in different hands.

CORRESPONDENCE.

"THE DARK MYSTERY OF THE EAST."

TO THE EDITOR OF "THE HONGKONG DAILY PRESS."

Sir,—I have read with considerable interest the article in your issue of the 28th inst. by H. D. Marriott-Watson, headed "Dark Mystery of the East."

Mr. Marriott-Watson asks the following questions:—

Why do all our gods and all our blessings come from the East?

Why do all our religions come from the East?

Why do most of our fruits come from the East?

Why do our pleasant and fowl come from the East?

Why does all civilization come from the East?

To Mr. Marriott-Watson the mystery of the East is insoluble. He writes:—

"After all, the puzzle remains. Why does everything come from the East? Is it the sun? Is it the Earth? Is it the sun? Is it the Earth? Or is the solution to be found in the infinite solitudes of space?"

No one can tell."

In reply to Mr. Marriott-Watson's queries, kindly permit me to assure him that the solution of the mystery lies in the fact that mankind and civilization originated in Chinese Turkestan (Central Asia) and not in Asia Minor or the Euphrates Valley as taught and believed by the leading historians, archaeologists, scientists and geologists of the world.

I have already proved in my books and pamphlets (Kelly and Walsh, Limited) by historical, scientific, and geological facts that mankind and civilization originated in Chinese Turkestan, and doubtless Mr. Marriott-Watson will be interested to know that the great American Scientific Expedition with 11,850,000,000 at its back, which has been despatched by the American Asiatic Society to carry out a five years' mission of investigation and research in Central Asia, has already arrived in China under the leadership of Dr. Roy Chapman Andrews, and I venture to hope that this Expedition will be able to verify the truth of my discoveries and findings (1914), which are the result of some twenty years of serious study and research.—Yours truly,

TSE TSAN TAI.

Hongkong, April 28th, 1921.

SHIPOWNEERS' RISKS.

UNIFORM RULES FOR THE EMPIRE.

The Report of the Imperial Shipping Committee, presided over by Sir H. J. Mackinder, M.P., which has been investigating the question of the liability of shipowners by clauses in bills of lading, and certain other matters relating to bills of lading, was issued last month as a White Paper.

The Committee was appointed last year with reference to a resolution passed by the Imperial War Conference, 1918, and the Committee therefore reports not only to the Prime Minister in the United Kingdom, but also to the Dominion Premiers, the Secretary for India, and the Secretary for the Colonies.

The Committee unanimously recommend uniform legislation throughout the Empire on the question of the limitation of shipowners' liability under bills of lading, on the lines of the existing Acts, but based more extensively on the Canadian Water Carriage of Goods Act, 1910, but subject to provisions in regard to (1) exceptional cases in which goods can be carried at owners' risk; (2) precise definition of physical limits to shipowners' liability; and (3) fixing of maximum monetary limits of liability.

The report deals with methods of deciding upon exceptions and limits, and proposes the establishment of a special body common to the Empire to deal with such questions. The constitution of this body and the functions it might undertake are deferred for a later report.

The Canadian Act is chosen because it embodies the latest experience. It is pointed out that the chief difference between the Australian Act and the rest of the legislation is the provision of section 8 (1) to the effect that in every bill of lading there shall be an implied warranty of seaworthiness at the beginning of the voyage.

Attention is called in the Report to a resolution of the Association of British Chambers of Commerce last year asking for legislation on the lines proposed and the Congress of Chambers of Commerce of the Empire at Toronto last September also asked for similar measures.

The Report points out that, by the common law of England, the shipowner is responsible for the safe carriage and delivery of goods committed to his charge as a common carrier, but there is nothing in English law to stop him from contracting out, and, by a practice which has gradually extended since about 1850, British shipowners do habitually in their bills of lading contract themselves out of their common-law liability to a large extent. The present demand for a resolution of the Association of British Chambers of Commerce last year asking for legislation on the lines proposed and the Congress of Chambers of Commerce of the Empire at Toronto last September also asked for similar measures.

THE COLONY'S TRADE IN 1920 TWO HUNDRED AND TWELVE MILLIONS STERLING.

From the report of the Superintendent of Imports and Exports (Mr. N. L. Smith) for the year 1920, that was laid on the table at the meeting of the Legislative Council, yesterday, we take the following extracts:—

LIQUORS CONSOLIDATION ORDINANCE.

The net revenue collected from Duties and Licensed Warehouses during 1920 was \$779,793.85 as compared with \$739,736.25 for 1919.

The general details are as follows:—

	1920.	1919.
Duties on European liquors	\$211,341.70	\$213,552.78
Duties on Chinese liquors	\$30,938.40	\$17,974.47
Licensed warehouse fees	\$,729.18	\$,500.00
Licensed warehouse overtime fees	\$93.50	\$5.00
Total	\$779,793.85	\$739,736.25

OPIMUM MONOPOLY.

The revenue for 1920 was \$4,317,970.90, as compared with \$4,803,634.65 for 1919. The figure for 1918 was almost exactly double that for 1920. The price of \$14.50 per tal was maintained throughout the year.

The number of seizures of illicit opium shows a slight increase over 1919, as does also that of convictions obtained. The total amount of prepared opium seized was nearly three times as great as in 1919.

TOBACCO ORDINANCE.

The net revenue collected under the Tobacco Ordinance was \$931,577.66, as compared with \$918,903.55 for 1919—an increase of \$12,674.11. Tobacco duties remained the same.

TRADE STATISTICS.

The total trade (excluding Treasure) for 1920 amounted to \$212,302,539 as compared with \$194,594,642 for 1919. Of this, imports were valued at \$103,932,002 (as against \$90,651,708 for 1919), and Exports at \$108,369,937 (as against \$103,942,934 for 1919).

The Imports of Treasure for the year totalled \$31,751,334, including \$18,994,688 of gold and \$12,656,646 of silver.

The Exports of Treasure for the year were \$45,802,645, including \$21,930,844 of gold and \$23,871,801 of silver.

REVENUE AND EXPENDITURE.

The net revenue collected by this Department during the year was \$5,729,644.41, a decrease of \$2,434,056.33 as compared with 1919. The decrease in opium sales specified above accounts for all of this reduction.

The actual expenditure of this Department for the year was \$502,114.08, as against \$809,627.34 for 1919, showing a decrease of \$307,513.26.

THE YARN MARKET IN HONGKONG.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their trade circular, state:—

Since our last report on the 4th inst., our yarn market has assumed a firmer tone, with keen inquiry from the Chinese buyers, due to good demand from the consuming districts.

Owing to continuous fluctuations in exchange, there were slight variations in the prices of yarn, but the improved demand has kept up a very firm tendency and business during the interval has resulted in about 8,000 bales with an advance of \$5 to \$7 per bale.

The clearances were on a large scale, which has greatly reduced the stock from the hands of foreign as well as Chinese dealers, and latest telegraphic advices from Bombay of continually rising rates further strengthened our market, which has remained very active at the close.

Total sales, 9,000 bales; unsold stock, 300 bales; bargains in Chinese hands spot and to arrive, 15,000 bales; arrivals from Bombay, 6,000 bales.

Shanghai reports much liveliness throughout the interval, with substantial improvement in the prices all round.

Japanese Yarn.—Owing to high rates prevailing in Japan as compared with the ruling prices of our market, the arrivals are small and this has kept up a very steady tone in this yarn.

Raw cotton.—Bengal sales, 200 bales, at \$23; stock, 100 bales, Bengal only.

FIT-U PINCK-NEZ

is the latest of the finger operated eye glass mounting and has been designed to avoid all the objectionable features of this type of mounting. The long coil springs of the Fit-U prevent spring breakage, and can be instantly adjusted to give more or less pressure on the nose.

The nose clips are of special shape to prevent slipping. Fit-U Pinck-nez of any metal are obtainable from The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, the most competent optical manufacturing establishment in the Colony, located in 53, Queen's Road Central—Advt.

HONGKONG LEGISLATIVE COUNCIL.

THE STAMP ORDINANCE.

A meeting of the Hongkong Legislative Council was held in the Council Chamber, yesterday afternoon. There were present:

HIS EXCELLENCY THE OFFICER ADMINISTERING THE GOVERNMENT (Hon. Mr. CLAUD SEYMOUR, C.M.G.).

HIS EXCELLENCY THE GENERAL OFFICER COMMANDING THE TROOPS (Major-General Sir G. M. KIRKPATRICK, K.C.M.B., K.C.S.I.).

Hon. Mr. E. D. C. WOLFE (Colonial Secretary).

Hon. Mr. J. H. KEMP, K.C., C.B.E. (Attorney-General).

Hon. Mr. C. McI. Messer, O.B.E. (Colonial Treasurer).

Hon. Mr. E. A. IRVING (Director of Education).

Hon. Mr. S. B. C. ROSS (Secretary for Chinese Affairs).

Hon. Mr. T. L. PERKINS (Director of Public Works).

Hon. Mr. H. E. POLLOCK, K.C.

Hon. Mr. LAU CHU-PAK.

Hon. Mr. A. O. LANG.

Hon. Mr. CHOW SUI-KI.

Mr. S. B. D. McLELLIN (Clerk of Council).

ABSENT.

Hon. Mr. H. W. BIRD.

Hon. Mr. A. G. STEPHEN.

NEW MEMBER.

Mr. Chow Sui-ki took the oath and his seat as a member of the Council during the temporary absence of the Hon. Mr. Ho Fook.

MINUTES.

The minutes of the meeting held on April 28th were approved and signed by the President.

PAPERS.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table the Report of the Superintendent of Imports and Exports for the year 1920.

FINANCE.

The COLONIAL SECRETARY, by command of H.E. the Officer Administering the Government, laid on the table the report of the Finance Committee, No. 3, and moved that it be adopted.

The COLONIAL TREASURER seconded, and it was agreed to.

THE STAMP ORDINANCE.

The ATTORNEY-GENERAL moved that the Council go into Committee to consider the clauses of the Stamp Bill which were left over from the last meeting.

The COLONIAL TREASURER seconded, and the motion was approved.

In Committee, many verbal amendments were made, on clauses postponed for that purpose from the last meeting; clauses were re-numbered, and consequential alterations made in the Schedule.

On clause 3, sub-clause 18, an amendment was approved to make the definition of a "marketable security" the same as in the present Ordinance. In sub-clause 19, an amendment suggested by the Stockbrokers' Association was adopted. In sub-clause 22, an amendment was approved making it clear that "person" includes a firm.

Clause 5, which had been left over for re-drafting, was now adopted in two sections dealing with civil liability and criminal liability separately.

Clause 6, which had also been re-drafted, was also approved.

The ATTORNEY-GENERAL explained that the stamp duty is a civil debt to the collector, but in this clause was originally drafted the collector could never have established his claim because he could not produce the unstamped document which was the only proof of failure to pay the duty.

Clause 8 was approved as it had been amended by the Attorney-General.

Clause 10, sub-clause 3, was amended to extend the right of appeal to the Governor-in-Council on any point decided by the Collector.

On Clause 17, relating to instruments executed out of the Colony, the ATTORNEY-GENERAL said it had been pointed out in more than one quarter that the clause might have too wide an application, and it had been re-drafted to make it practically the same as in the present Ordinance, which had been the law for the past 20 years.

Clause 23 had also been re-drafted and was now approved.

PROXIES.

The ATTORNEY-GENERAL moved that clause 25, relating to proxies, be re-committed. This was agreed to and it was then amended by inserting the word "single" before the word "meeting".

The ATTORNEY-GENERAL explained that the clause as amended is intended to provide that any proxy to vote at a single

meeting must contain the date of the meeting. It was feared, that from the wording of the clause, it might possibly be held that there was no power, any longer, to give a general power of attorney and in order to clear up that question this word was proposed to be inserted.

The clause as amended was approved.

LIABILITY OF CORPORATE BODIES AND FIRMS.

With reference to Clause 41, which had been held over for re-drafting, the ATTORNEY-GENERAL proposed that it should read as follows:

41.—(1) Where any obligation or liability is under the provisions of this Ordinance imposed upon a corporate body, and such obligation or liability is not discharged, every director, manager, secretary, and other officer, of the corporate body, who is wilfully a party to the default, and the said corporate body, shall be deemed to commit an offence against this Ordinance.

(2) Where any obligation or liability is under the provisions of this Ordinance imposed upon a firm, and such obligation or liability is not discharged, every partner in the said firm, and every servant of the said firm, who is wilfully a party to the default, and the person appearing to have the management of the said firm within the Colony, shall be deemed to commit an offence against this Ordinance.

The general idea of the two clauses (he said) was to make the company in the one case, and the manager in the other, liable to see that the documents are duly stamped, but neither a director, officer or servant shall be liable unless he is knowingly and wilfully a party to the evasion of the law.

The clause, as re-drafted, was approved. Clause 42 was verbally amended and approved.

The ATTORNEY-GENERAL introduced a new clause, No. 43, to provide that the Ordinance shall come into operation on the 1st of May, 1921. He said he understood the intention was to take the third reading of the Bill on Saturday, at a formal meeting of the Council, and the Bill would be gazetted in a *Gazette Extraordinary*.

The Hon. Mr. POLLOCK: I suppose, Mr. Attorney, there is no objection to the Bill coming into force on a Sunday?

The ATTORNEY-GENERAL said he did not think so.

HIS EXCELLENCY: Make it Monday, the 2nd day of May.

This was agreed to.

THE SCHEDULE.

Heading No. 1, Adjudication, fee (to be paid on the requisition or other application for adjudication).

The ATTORNEY-GENERAL said that a representation had been made by the Chinese Chamber of Commerce that the fee of \$10 was too high and he moved that it be reduced to \$5.

HIS EXCELLENCY (to Mr. Lau Chu-pak): Will you second that?

The Hon. Mr. LAU CHU-PAK: I think it is still too high. Every time a Chinese goes to the Stamp Office and asks for a document to be stamped he has to pay \$5.

HIS EXCELLENCY: I understand the collector is always ready to help in a case of that kind. Where any formal adjudication is applied for then he has to pay. Where no formal adjudication is applied for there is no charge whatever.

The SECRETARY FOR CHINESE AFFAIRS said it was only in a case of a dispute that adjudication was applied for. Chinese who asked for an opinion were always given it. On adjudication one paid, but not for merely asking advice.

The Hon. Mr. LAU CHU-PAK: In that case, I withdraw my objection.

The heading, as amended, was approved.

Heading No. 5, relating to "agreement for the sale of property" was omitted and subsequent headings were re-numbered accordingly.

LETTERS OF CREDIT.

Heading No. 12, re-numbered 10, relating to Bills of Exchange.

The ATTORNEY-GENERAL moved an amendment to sub-clause 4, exempting letters of credit granted in the Colony, and drawn out of the Colony. He said: It has been suggested to me that this does not go quite fairly. I would point out that if it is found not to cover what it is intended to cover, exemption can be made by Regulation at any time.

The Hon. Mr. LAU CHU-PAK: The Chinese want to know if letters of credit include private letters authorising people on the mainland to pay sums of money, people in the country—private individuals or firms—suppose I write to Canton asking a firm or private individual to pay a certain sum of money to a friend or a member of my family, do you call that a letter of credit?

The ATTORNEY-GENERAL: I should imagine that is not a letter of credit, but a mere request. I am afraid I cannot give a definition off-hand.

HIS EXCELLENCY: Payment made here.

The Hon. Mr. LAU CHU-PAK: I am rather confusing.

The Hon. Mr. POLLOCK: A letter of credit is usually issued through a bank.

HIS EXCELLENCY: A number of the deposit money locally and usually the money is paid out in other places. It is usual to send one letter with the name and amount. Where name and amount is entered, I think it should come under letter of credit.

The ATTORNEY-GENERAL suggested that the sub-head as drafted be approved, and that any appropriate exemption could be made by Regulation.

This was agreed to.

BILLS OF LADING.

Heading 13, relating to Bills of Lading. On the motion of the ATTORNEY-GENERAL, the duty was amended by substituting \$3 for \$3 in the two places in which it occurred.

Heading 16, re-numbered 14—relating to Charter Party. The duty was amended to 15 cents for every \$100, instead of 25 cents.

CONVEYANCE ON SALE.

Heading 17, re-numbered 15—relating to conveyance on sale. The duty was amended by substituting \$20,000 for \$20,000, in the two places in which it occurs in the schedule.

Heading 22, re-numbered 20, relating to exchange contracts, was amended to agree with the new clause relating to exchange contract cancellation note.

Heading 23, re-numbered 21—relating to duty in fore-closure order) was amended so that the stamp duty of 50 cents for every \$100 will apply to the value of property not exceeding \$20,000 instead of \$5,000, and making the duty \$1 for every \$100 where the value of the property exceeds \$20,000, instead of \$5,000.

THE DUTY ON LEASES.

On Head 26, re-numbered 24—the ATTORNEY-GENERAL moved a new sub-heading, No. 2, providing that where the lease, if granted in consideration of a rent, is for any term not exceeding one year, a stamp duty of 50 cents will be payable in respect of every \$100 or part thereof, of the rent for one year; and where the lease is for any term exceeding one year, \$1 for every \$100 or part thereof, of the rent for one year.

The Hon. Mr. POLLOCK: I think it would be more equitable to double the present duty of 10 cents for every \$100 and on 30 years on more 50 cents for every \$100. It is a big increase on a one year's lease, from 10 to 50 cents, and on 3 years, of 25 cents to \$1.

The Hon. Mr. LAU CHU-PAK: I agree with Mr. Pollock. I think it is too much.

The ATTORNEY-GENERAL pointed out that 50 cents on a lease valued at \$125 dollars a month would mean only \$7.50 a year.

HIS EXCELLENCY: At present, it is only \$1.50.

The Hon. Mr. LAU CHU-PAK: It would be a burden on the lessee.

The COLONIAL TREASURER: It is a small burden compared with the rent.

The COLONIAL SECRETARY: The duty in the past has been very light.

HIS EXCELLENCY: Who pays—the landlord or the tenant?

The COLONIAL SECRETARY: The tenant.

The Hon. Mr. LANG: The less we increase rents the better: keep them down, rather.

The COLONIAL SECRETARY: In some cases, I understand, the tenant pays half, and the landlord pays half. In some cases the tenant pays the lot; don't think there is any case where the landlord pays the lot.

HIS EXCELLENCY: You might make it 25 cents up to one year, 50 cents up to three years, and then the dollar. Would that meet the objection?

The amendment suggested by His Excellency was agreed to.

Amendments were made in the wording of Heading 30, re-numbered 29. The effect was to make collateral securities subject to a duty of 10 cents instead of 20 cents and extensions of time of original mortgage, and transfers of mortgage, also, 10 cents on every \$100.

Heading 34, re-numbered 33—(Policy of Insurance) was revised, one of the alterations being to make the duty on re-insurance the same as on a direct policy.

Heading 41, re-numbered 40—relating to shares. The duty was altered from 50 cents for every \$100 to 20 cents, payable before execution.

In Heading 42, re-numbered 41, (shipper's books), the duty was changed from \$3 to \$5, in the two instances in which the figure occurred.

On Heading 43, re-numbered 42—(telegraphic transfer advice).

The Hon. Mr. LAU CHU-PAK moved that the duty be reduced from 10 cents to 5 cents for every \$100. He considered 5 cents would be more reasonable.

The Hon. Mr. CHOW SUI-KI seconded.

HIS EXCELLENCY: The Government have considered the point brought forward for exemption up to \$10,000, but, acting on advice which they felt was sound, they consider that the tax is not one that will cause any hardship nor, one would suppose, cause any such business to be transacted out of the Colony to any great extent. Therefore, I am unable to accept the amendment. (To the Hon. Mr. LAU CHU-PAK: Do you wish for a division?)

The Hon. Mr. LAU CHU-PAK: I do not think it will be any good.

HIS EXCELLENCY: Heading 43, re-numbered 42, stands part of the Schedule.

Heading 44, re-numbered 43—relating to voluntary disposition *inter vivos* of property, was amended by substituting \$10,000 for \$5,000.

On the motion of the Hon. Mr. POLLOCK, the ATTORNEY-GENERAL was authorised to make any amendments consequential on the re-numbering.

The Council then resumed.

BILL TO BE RE-PRINTED.

HIS EXCELLENCY: In view of the large number of amendments, the Government feel it will be convenient to have the Bill re-printed as quickly as possible and it is hoped that hon. members may have the Bill, with all amendments printed, by to-morrow evening, or, at any rate, first thing on Saturday. I propose to adjourn the Council till Saturday, noon, when the third reading of the Bill will be taken.

THE ALLEGED FORGED RECEIPT.

DEFENDANT SECURES A MAJORITY VERDICT.

THE JUDGE'S SUMMING UP.

The case in which Shum Lai Sang, managing partner of the Kowloon Stores, was indicted for forging and uttering a receipt, and attempting thereby to obtain money by false pretences from J. H. van Gennep Luhrs, managing director of the Holland Pacific Trading Co., Ltd., was concluded at the Criminal Sessions, before Mr. H. H. J. Gompertz, yesterday morning.

Mr. Dyer Ball appeared for the Crown and Mr. F. C. Jenkin, instructed by Mr. A. H. Crew, of Messrs. Hastings and Hastings, for the defendant.

In beginning his summing-up, the Acting Chief Justice told the jury that if they thought the prisoner filled up, dishonestly, blank forms with the words purporting to be a receipt they might as well, without considering the legal aspects of each charge, find him "guilty" on all three counts of the indictment; if, on the other hand, they were not satisfied, they would find him "not guilty" on all three counts. If they felt there was reasonable doubt of guilt, the defendant was entitled to an acquittal.

The case for the prosecution was that this money was not and could not have been paid because it could not be traced in any account kept by the complainant. He had readily produced his accounts, and, apparently, the other side had not been able to detect in them any weak point which threw doubt on that assertion. The second point was that he was not in financial straits. The complainant had told the Court that he got all his typewriter supplies from Messrs. Ramsey & Co. and a member of that firm had said that they never supplied a violet ribbon, with which, undoubtedly, the receipt was typed.

The Judge summed-up the peculiarities in the receipt form which led the prosecution to submit that it was a fraudulent document, and re-called the incident of handing the defendant contract forms signed in blank, which it was suggested had been trimmed down for the purpose of committing a forgery.

There was one point made quite strongly against the complainant (continued His Honour), and that was his demeanour. Of course, demeanour is a very important and counsel is entitled to call attention to anything in the demeanour of witnesses for the other side. Mr. Jenkin points out to you that Mr. Luhrs, although he disclaimed being the prosecutor, has taken notes and frequently approached the counsel for the prosecution. He also suggests that Mr. Luhrs' demeanour in the witness-box was bad, and that he pretended not to understand things. As to that, it was fairly replied by Mr. Dyer Ball, that Mr. Luhrs is not speaking his own language; he is a foreigner, and although he may know English quite well for ordinary business purposes, he may find some difficulty in expressing himself in cross-examination.

And you have to remember this, too, that this is much more than the ordinary case in which a complainant comes forward. The complainant himself, is, in a sense, upon trial. He is a member of this Colony, a member of the Chamber of Commerce, and if the story of the defendant is true, then the complainant has not only committed perjury all along the line, but he has received, and is now fraudulently retaining, and trying to deprive the defendant of \$5,000. That, I think, may tend to make a man eager and nervous.

Continuing, the Judge said that the jury must also consider whether they felt that the complainant, in coming into the box in a criminal case without having made himself fully conversant with his books of account, had left the issue in such doubt that the verdict must be one of acquittal.

Coming to the defendant's case, the Judge said that as to the main issue this depended upon a denial of the case for the prosecution and the jury must decide which version they believed. They were also entitled to consider the defendant's demeanour in Court and in the witness-box. Unless the jury found in Mr. Luhrs' attitude in the matter of the accounts something sinister, he thought they might treat as a subsidiary issue the difference between the prosecution and the defence as to whether there were personal transactions with the defendant apart from the Kowloon Stores or not.

After a retirement of about half-an-hour, the jury returned. The foreman said that, by a majority of six to one, they found the prisoner "not guilty."

He was accordingly discharged.

Mr. Jenkin applied for the receipt form and this was relinquished by the prosecution.

A sensational report was recently circulated by a Lisbon correspondent, to the effect that war was imminent between China and Portugal. Strained relations between these two countries had been caused by China's refusal to permit the Portuguese to construct an efficient harbour at Macao. The correspondent went on to say that Britain was supporting China on this question as Britain feared that the harbour at Macao would prove a dangerous competitor to Hongkong. The British Government brought this report to the attention of the Portuguese Government and the latter issued an emphatic denial which completely removed the misapprehension created by the report. The report was telegraphed to Rio de Janeiro, among other places. This only shows, as a contemporary remarks, how anxious some people are to foretell a war somewhere or other.

LANE, CRAWFORD'S

are now showing the new styles in English and American

BATHING COSTUMES

FOR

MEN - WOMEN BOYS & GIRLS

CAPS

WRAPS

SHOES

There are so many Styles and Colour combinations among these Costumes and Caps you'll be sure to find just the kind you require

STOCKED IN ALL SIZES

Including extra small and extra large

LANE, CRAWFORD & CO.

ESTABLISHED 1850.

SHIPCHANDLERS.

COMPLETE SHIP'S OUTFITS.

DECK AND ENGINE ROOM STORES OF ALL DESCRIPTION.

OILS, PAINTS AND YARNISH IMPORTERS.

ENGINEER'S TOOLS, BLOCKS AND TACKLE.

HEMP AND MANILA ROPES ALL SIZES.

PACKING AND ASBESTOS GOODS.

SOLE AGENTS FOR DOBBIE McINNES'S NAUTICAL SPECIALTIES.

HONGKONG.

NEW MUSIC

WHISPERING

NAUGHTY WALTZ

VENETIAN MOON

AVALON

JAPANESE SANDMAN

ETC., ETC.

AT

ANDERSON'S

Wm. Powell & Co.

TELEPHONE 8146.

GENTLEMEN'S

HIGH-CLASS OUTFITTERS.

COOL

SUMMER

UNDERWEAR.

SPECIALITIES!

"AERTEX" CELLULAR IN COTTON AND LISLE.

We have also a complete stock of

"MORLEYS" UNDERWEAR in

INDIA GAUZE, "FLEXINET,"

SILK and WOOL and PURE WOOL.

WE INVITE INSPECTION.

NEW ADVERTISEMENTS

Mr. F. B. L. BOWLEY.

P.F.C.

[869]

NOTICE.

THE Interest and Responsibility of Mr. FRANCIS BOWLEY LYON BOWLEY in our Firm ceased on the 28th day of April, 1921. Mr. CHARLES BULMER JOHNSON and Mr. HENRY LARSEN DENNIS, Junior, will continue to carry on the business. DENNIS & BOWLEY.

Dated 28th day of April, 1921.

[870]

HONGKONG TAILORING CO.

No. 1c, D'AGUIAR STREET.

TAKE NOTICE that L. LAM, the late manager of the Hongkong Tailoring Company, has, as per our previous notice, no longer power to receive any money or give receipts therefor on behalf of the above Firm. The Hongkong Tailoring Co., Ltd. will continue to carry on the business. The Hongkong Tailoring Co., Ltd.

[871]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship "ATSUTA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared by the 5th May, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, April 28th, 1921. [872]

NOTICE.

THE HONGKONG TAILORING COMPANY.

I, the undersigned, L. LAM, hereby notify that I am still the Chief Manager of the Hongkong Tailoring Company of No. 1c, D'Aguiar Street, Hongkong, Tailors, and have full power to receive monies and give receipts on behalf of the said Firm and to enter into contracts and pledge the credit of the said Firm in the ordinary course of business.

L. LAM.

[860]

FOR SALE.

FIVE-ROOMED BUNGALOW, Peak District, Tennis Court, Kitchen Garden. Early possession. Apply to—

Box No. 588.

Care of Daily Press Office.

[869]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

No. 2, D'Aguiar Street, Telephone No. 2832.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURE.

[72]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

The Steamship "BENALDER" Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns at Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained. No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered, after the 30th April, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 7th May, or they will not be recognized. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th April, at 10 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Ltd., Agents.

Hongkong, April 28th, 1921. [846]

INTIMATIONS

IMPORTS AND EXPORTS OFFICE.

NOTICE.

IT IS HEREBY NOTIFIED that from MAY 1st, the PERMIT OFFICE of this Department will CLOSE at 1 P.M. on SATURDAYS, instead of 4 P.M.

N. L. SMITH, Superintendent, Imports and Exports. [863]

Hongkong, April 28th, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from THURSDAY, MAY 27th, to SATURDAY, MAY 29th, (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Court of Directors, A. G. STEPHEN, Chief Manager.

Hongkong, April 28th, 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS of the HONGKONG & SHANGHAI BANKING CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 28th day of May, 1921, at Noon, for the purpose of considering and if thought fit of passing the following resolution:—

1.—That the Directors of the HONGKONG & SHANGHAI BANKING CORPORATION be and they are hereby requested and authorised by and on behalf of the shareholders of the Corporation to take the steps necessary for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong and for the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendments necessary to the Ordinances under which the Corporation is incorporated and carrying on business so as to allow of the capital of the Corporation being from time to time increased from 20 millions of dollars the present authorised capital of the Corporation to 50 millions of dollars.

2.—That the Capital of the HONGKONG & SHANGHAI BANKING CORPORATION be forthwith increased from \$15,000,000 to \$30,000,000 by the creation of 40,000 New Shares of \$125 each to be issued at the price of \$70 on the terms after mentioned.

Shareholders on the Eastern Register to pay for their allotments at the rate of exchange for the Company's demand Bills on London on the day on which the instalments are due.

3.—That the said New Shares be in the first instance, in such manner as the Directors shall prescribe for that purpose, offered to shareholders in the proportion of one New Share for every three shares of which on the 28th day of May, 1921, Shareholders shall respectively be the registered Holders, and that any New Shares not accepted by Shareholders within the time limited by the Directors for that purpose be disposed of and allotted by the Directors in such manner and at such price as in their discretion they shall think best in the interests of the Corporation.

4.—That the payment of the sum of \$70 per share for each of the said New Shares be made as follows, viz:—

1st. instalment of \$35 on the 1st day of July, 1921.

2nd. and final instalment of \$35 on the 1st day of October, 1921.

5.—That the Directors issue to Shareholders, holding shares less than or not a multiple of three, a fractional certificate in respect of each share less than three or in excess of a multiple of three and allot one New Share to every person who shall produce three such Fractional Certificates on or before the 1st day of July, 1921, and pay the first instalment in respect thereof.

6.—That after payment of the first instalment, and pending payment of the remaining instalment, Scrip Certificates in such form as the Directors may determine be issued in respect of such New Shares entitling the holders on payment of the remaining instalment and subject to such other terms as to approval, date for lodging scrip certificates and otherwise as the Directors may prescribe, to be registered as the owners of the shares respectively represented by such Scrip Certificates.

7.—That interest at the rate of 6 per cent. per annum be allowed out of the profits of the Company on instalments paid in advance of the dates when the same become due, and that registered holders of Scrip Certificates for New Shares be entitled in respect of such New Shares to participate in future dividends on an equality with the old shares, in proportion to the instalments paid up and from due dates for payment of same.

8.—That interest at the rate of 8 per cent. per annum be charged on each instalment not punctually paid, and be paid with each such instalment.

9.—That all moneys received from premium on the said New Shares be added to the Sterling Reserve Fund.

For The HONGKONG & SHANGHAI BANKING CORPORATION, A. G. STEPHEN, Chief Manager.

Hongkong, April 28th, 1921. [867]

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for: Borneo P.O. AD. AP. AW. BF. BG. BR. BV. KX LM 50

WANTED.—BADMINGTON SET.—must be in good order. Apply Box 57, LP, c/o Daily Press Office.

WANTED.—STEAM LAUNCHES.—about 60 ft. long or more, draught 7 ft. must be strongly built and in good running order, surface condensing engines. Full particulars to—CHIEF ENGINEER, Victoria. [85]

EUROPEAN 33 Seeks employment any capacity, Motor Line preferred or partnership of same considered. Good knowledge of Cantonese. Apply to Box 10, c/o Daily Press Office. [86]

TO LET.—No. 13, ASHLEY ROAD, Kowloon; Six-roomed HOUSE from 1st June, 1921. Apply to—J. M. NORONHA, Credit Foncier d'Extrême-Orient. [84]

TO LET.—OFFICE To let in Alexandria Buildings. Apply A. S. WATSON & CO., LTD. [82]

SWEET PEAS. For Sale a few packets of seed raised from my own plants. Delivery now or at proper sowing season. A. NICOL, Quarry Bay. [83]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"YATSHING" having arrived from the above ports, Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined by the Consignees and the Company's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, April 28th, 1921. [852]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE AND STRAITS.

THE Company's Steamship.

"ATSUTA MARU," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon To-day.

Goods not cleared by May 4th, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, April 27th, 1921. [845]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DILWANA"

Arrived Hongkong, on April 28th, 1921.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: Fruit Malt-MILLES ex S.S. KAISER. From Persian Gulf ex B.L.S.N. and B.P. S.N. Co.'s Steamer.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors. Messrs. GODDARD & DWYER, at 10 A.M. on MONDAY and TUESDAY.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, April 28th, 1921. [858]

INTIMATION

WATSON'S

"E"

THE PREMIER SCOTCH

of the Far East.



Popularity maintained

by its

EXCELLENT QUALITY

NOT BY EXPENSIVE

WORLD-WIDE ADVERTISING.

A. S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS,

HONGKONG.

MARRIAGE.

BERAH—PAMOMVA.—At Shanghai, April 28th, MATHEO T. BERAH, to ALIA PAMOMVA.

DEATH.

GHOAT.—At Shanghai, April 28th, SARAH MILDRED GHOAT, mother of Mrs. Thomas Freeman, aged 66 years.

Rumour Office: 104, Des Voeux Rd., C.

London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, APRIL 29th, 1921.

ECONOMIC DEVELOPMENT IN MANCHURIA.

There is no part of China which has shown greater economic development in the past ten or twelve years than the Manchurian provinces, and "The Economic History of Manchuria" as it is related in a very useful volume bearing this title, just issued by the Bank of Chosen, which has very extensive interests in Manchuria as well as in Korea, contains a great deal that is well worth attention by foreigners and Chinese alike. Among the many tables of statistics which are to be found in the book is one which shows that during the past eleven years the trade of Manchuria has nearly trebled, while the ratio relative to the whole trade of China has increased from 11.5 to 16.8, showing, as the author says, that the trade progress of Manchuria has been much faster than that of China as a whole. Japanese enterprise has, of course, been very largely responsible for this remarkable development. Even before the outbreak of the great European War, we are told, 75 per cent. of the imports and 85 per cent. of the exports were in the hands of Japanese. "The Great War still further influenced the import trade in favour of Japan, and in 1917, of the total import of Hk. Tls. 91,042,033, no less than Hk. Tls. 77,338,849, or 85 per cent., was from Japan. But the export trade was somewhat differently affected. The export to Japan increased in absolute amount, but the percentage of it to that of other countries declined to 70 per cent., the demand for Manchurian products in other quarters of the world largely accounting

for this." But even this demand for Manchurian products from other quarters of the world must have represented gain to Japanese interests which are almost entirely in control of the trade of the Manchurian provinces.

The author of "The Economic History of Manchuria"—Mr. T. HOSHINO, a member of the staff of the Bank of Chosen—indicates two events as standing out prominently in Manchuria's recent economic history: one is the rise of a great export trade in beans, and the other the growth of Dairen as a world trading port. The latter, of course, has been a consequence of the former. Beans, bean cake and bean oil represent the chief lines of trade in Manchuria and the story of the development of this trade is a very interesting one. Cultivated and prepared at first for domestic consumption, the discovery was made in the middle of the nineteenth century that bean cake possessed fertilising qualities which made it an article of trade. At first the market was confined to China, but following the China-Japanese war (1894-1895) the market for bean cake was extended to Japan, and the Russo-Japanese war led to the extension of the market to Europe and America. The vast armies which occupied the whole of South and Central Manchuria during the Russo-Japanese war depended for their cereal food largely upon local supplies, and consequently a great impetus was given to Manchurian agriculture at that time. But upon the withdrawal of the troops, the cessation of local demand called, in the natural course of events, for the discovery of a new market, especially for the wheat and bean crops. An extract from "The Economist" (London) is quoted as showing how the export trade began which has since been developed to such important proportions. "It was in November, 1908," the account states, "that Messrs. Messer & Co. made the first considerable trial shipment to England. The result was so satisfactory that an order for a large consignment followed, and in March, 1909, the first large cargo—5,200 tons—was landed in Hull. Contracts were at once made as the suitability of the new oil seeds for many purposes became known and the good condition in which they arrived. During the season 400,000 tons were exported, almost all to England, and many of the large oil-crushing mills set their entire plant to work on the crushing of the beans, to the exclusion of cotton seed, linseed, and other oleaginous seeds; the supposed shortage of flax and cotton crops in the United States and the anticipated shortage of linseed in the Argentine, with the resultant scarcity of cotton and linseed products found the English market comparatively unperturbed, for the reason that the soy oil and cake can supply most of the requirements as well." Then we are told that Messrs. Leven Brothers, of Port Sunlight, were the first soap manufacturers to use bean oil on an extensive scale, and were followed shortly by others, so that the demand increased to such an extent that for the season 1909-1910 fifty steamers were chartered to load beans at Dairen and Vladivostok, 300,000 tons, worth £2,000,000 being contracted for in the month of December alone. The latest figures given in the book are for 1917 and they show that the exports in that year through Dairen, Newchwang and Vladivostok were: Beans, 500,361 American tons; bean cake, 1,149,598 American tons; and bean oil, 200,623 American tons.

Development in Manchuria has not been confined to the soy bean trade. Remarkable progress has been made in many directions—in agriculture, mining and manufacturing industries. In factories in the railway zone alone capital investments in six years increased from yen 2,448,205 to yen 20,855,245, while the value of factory products increased from yen 3,681,381 to yen 29,648,802. One of the greatest factors in the economic and political situation in the provinces has been the South Manchurian railway. The author objects to this chartered company being compared to the East India Company established in the old days by England, France, Holland and other European countries. He declares that no such comparison can be made: "it was established by a special charter of the Government, but essentially as a joint-stock company organised according to the commercial law of Japan." An idea of its wide ramifications may be gathered from the following extract:—

"This great company is playing in fact the part of both master and servant in Manchuria, and every day of travel in that land will serve to convince one of this fact. The traveller journeys in the company's cars and stops at the com-

pany's hotels, which are heated by coal from the company's own mines, lighted by electricity from the company's own electric works, and he drives along the fine roads built by the company in the company's own motor-cars, takes lunch at the company's restaurant, and, if unfortunate enough to fall sick on the way, is sure to be taken to one of the company's hospitals and accorded the best treatment to be expected under the circumstances, and all the time he is served by the company's men. Should, however, it be his lot to be in any part of the railway zone, he must conform to the rules set by the company, pay taxes to the company, and subject himself more or less to its controlling power. Here the company plays its part as master. This monopoly of all enterprises by one company has naturally evoked much criticism as tending to suppress individual activity. But those who know anything about the conditions of the Japanese traders, merchants, and so-called men of enterprise, who flocked to Manchuria after the Russo-Japanese War will only smile at the criticism. To say the least of it, they had little capital, and a conglomeration of small traders, retail shops, barbers, restaurants, and photographers, would never have made Manchuria as it is. It is rather through the efforts of the South Manchuria Railway Company that individual enterprises in a solid foundation, of which there are so many now, have come to exist in Manchuria. The question now is whether the South Manchuria Railway Company must still continue a Jack-of-all-trades, or whether it would not be better for Manchuria as a whole, and especially for the healthy development of the Japanese community there, for it to give up some of its less important undertakings, and devote its whole energy to those which no institution of lesser importance could ever undertake with success.

The railway zone and Japan's leased territory, however, form but a very small part of the vast territory known as Manchuria, and the author declares that "if reconstruction has been necessary for its development, no power but China has ever been in a position to undertake it, and the world knows well she has seldom been in a frame of mind to undertake it." The Government has had very little to do with it; it has largely been accomplished by the force of circumstances, over which neither the Government has any control. Like Topsy it has "just grown."

Long as this article already is we ought not to conclude without a reference to the remarkable growth of Manchuria's chief port—Dairen—which in a single decade rose from the 12nd to the 2nd position in the trade returns of the Chinese Maritime Customs. The author confesses to a fear that this position of Dairen is far from being safe, being very closely followed by Hankow and Tientsin; "it may fall to third, or possibly fourth place during the next few years, but there is no doubt that it will distance the others more and more as time goes on, and its position as the second port of China will become equally secure as the position of Shanghai as the first port." Certainly present indications point to that conclusion.

Over two inches of rain fell in the Colony on Wednesday night.

The Russian Volunteer Fleet in Vladivostok is selling its steamer *Moscow* by public tender.

The Hon. Mr. A. G. Stephen, Chief Manager of the Hongkong and Shanghai Bank, has gone North on H.M.S. *Alacrity* as the guest of Admiral Sir Alexander Duff.

The Hon. Mr. H. W. Bird, Mr. G. T. Edkins and Miss Edkins, Sir Ellis Kadoorie, Rev. Father Robert, Mr. H. W. Sassoon, and Mr. H. P. White were among the passengers by the *Empress of India* yesterday for Shanghai.

As Mr. J. M. Hickson finds he is unable to get back from his mission at Canton in time, his service at St. John's Cathedral, at which he was advertised to give an address, this afternoon, has had to be postponed until Monday next, May 2nd, at 3.15 p.m.—Adv.

The former International Institute building on Avenue Joffre, Shanghai, has been purchased by the National South-Eastern University, and will be used as Shanghai headquarters and commercial department of the University. Land is being brought at Kiangwan for other departments of the University.

The majority of the sites for aerodromes and stations for the proposed Peking-Shanghai aerial service have been selected, and work of construction commenced. The site of the Tientsin aerodrome is located near the Central Railway Station. It is estimated that the work of construction will be completed by the end of June.

The Hongkong and Shanghai Banking Corporation has received a telegram from their Singapore Office that a Straits Settlements Loan, 1921, of \$20 millions will be issued on the 2nd prox. bearing interest at 7 per cent. per annum, payable half-yearly, free of tax other than death duties. The same price will be 100 per cent. repayable at par on 1st May, 1926.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

U.S. SHIPPING POSITION.

SERIOUS DROP IN EXPORT TRADE.

ATLANTIC CITY, April 28th.
Addressing the annual convention of the United States Chamber of Commerce, Mr. John McHugh, chairman of the Marine Commerce Committee of the American Bankers' Association, declared that, within five months, American export trade had been cut nearly in half—850 Shipping Board's steel vessels were idle and ships to Europe were going from New York with only 30 per cent. cargo of the capacity to be filled.

BANK OF ENGLAND DISCOUNT RATE.

LONDON, April 28th.
The Bank of England discount rate has been reduced to 6½ per cent.

WORLD'S CHESS CHAMPION.

HAVANA, April 28th.
The Chess Committee has permitted Lasker to resign the chess championship.

GERMAN REPARATION PROPOSAL.

M. VIVIANI'S MISSION IN AMERICA.

PARIS, April 28th.
M. Viviani has returned from America. Interviewed by Reuter's representative, he said that close Franco-American diplomatic and financial collaboration was certain. He confirmed the view that American opinion fully supported France's reparation rights.

REPARATIONS COMMISSION'S DEMAND.

LONDON, April 28th.
The Reparations Commission has requested the German Government to pay into the Bank of France before April 30th, one billion marks gold under the Peace Treaty provisions. Satisfaction is expressed in parliamentary circles at the outcome of the Lympne meeting, as affording a fresh proof of the Franco-British entente, being as strong and as cordial as ever.—Havas.

EARLIER CABLES.

ATTITUDE OF FRANCE.

PARIS, April 27th.
It is stated in American circles that France has informed her Ambassador at Washington that the German proposals are absolutely unacceptable.

TOTAL REPARATIONS PAYABLE.

PARIS, April 28th.
An official communiqué states that the Reparations Commission has unanimously decided to fix the total reparations payable by Germany at 132 milliards gold marks.
The reparations amount fixed is due under Article 23, section ii, also annexure one, part 3 of the Treaty. The figure has been arrived at after making deductions, vide Article 238, but the amount does not include sums due by Germany under section iii, Article 239, to meet amounts borrowed by Belgium before November 11th, 1918.

U.S. MARINE ENGINEERS' WAGES.

ADMIRAL BENSON'S OPINION.

WASHINGTON, April 27th.
The shipowners are endeavouring to avert the strike of the marine engineers on May 1st.
Admiral Benson has declared that wages reduction of at least 15 per cent. is justified, owing to the great decline in ocean freights.

NEW SPEAKER.

MR. WHITLEY UNANIMOUSLY ELECTED.

LONDON, April 27th.
Mr. J. H. Whitley, Deputy Speaker, has been unanimously elected Speaker of the House of Commons, in succession to Mr. J. W. Lowthion.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

AGAINST ANGLO-JAPANESE ALLIANCE.

OTTAWA, April 28th.
In the House of Commons, Mr. Rowell, ex-member of the Imperial War Cabinet, delivered a speech in favour of the non-renewal of the Anglo-Japanese Alliance, in order to promote better Anglo-American relations.

NEW AIRSHIP FOR JAPAN.

LONDON, April 28th.
The first airship built in Great Britain for the Japanese Government has been successfully launched at Barrow-in-Furness. It belongs to the Sea Scout Class, and behaved splendidly in a trial flight with several Japanese officers aboard.

NEW JAPANESE CONSUL-GENERAL IN HONGKONG.

LONDON, April 28th.
Mr. Teiji Tsubokami, Second Secretary of the Japanese Embassy, has been appointed Consul-General in Hongkong.

DJAMBI OILFIELDS BILL.

DEBATE IN DUTCH SECOND CHAMBER.

THE HAGUE, April 28th.
The debate on the Djambi Oilfields Bill was resumed in the Second Chamber. The Minister of the Colonies, Jonkheer Graaff, contended that a contract was necessary with the Batavian Oil Company, because of the latter's long-standing negotiations with the Government and of its exploitation of the Palembang oil-fields. He declared that it would be prejudicial to the interests of the Indies, if the concessions were given to another firm for a portion of the fields. It would be time to consider such concessions later if the partial exploitation of the Djambi field proved favourable. He disagreed with the statement that the British Government controlled the Batavian Company, and declared that there was no reason to fear trouble with America, if the Batavian Company permitted the exploitation. The United States was anxious to increase its oil possessions, but the Government of the Indies could regulate the Djambi output, and thus prevent international disputes.

The speaker opposed the motion of Meinheer van Ravenswaay aiming at delaying exploitation until the native population had obtained complete autonomy.

COAL STRIKE OUTLOOK.

SIR ROBERT HORNE'S SUGGESTION.

LONDON, April 27th.
The coal outlook is more hopeful. Sir Robert Horne conferring with the miners in the morning suggested the amount of Government help, which would mean a uniform reduction in wages of 3s. daily. A member of the miners' Executive said afterwards that they were prepared to accept a national reduction of 2s., but believed that a compromise was inevitable.
The conference between the miners and Sir Robert Horne this afternoon was adjourned until to-morrow morning.

"HOWLERS" BY BURMA SCHOOLBOYS.

The following were answers to questions in a general knowledge paper set in a recent examination in Burma:—
Sinn Fein—"A movement headed by Mr. Sinn Fein, a famous man in Ireland."
Sinn Fein—"A thin and short people who inhabit Ireland."
Sikhs—"Very social creatures."
Diarchy—"We Burmans do not like diarchy. Why—I know not." (Verb. sup.)
"Boy scouts is the term invented by Capt. Boy Scout in one of the Regiments in older days. He used this word when he was paid very few and when he asked for increments he was not lucky enough to be favoured with his request. Upon this he intended to make a strike and the soldiers from the Regiment followed him. At present it is brought to Burma and the Anglo-Vernacular school boys in Burma not being contented with the new University Act boycott their schools and colleges."

SCOTTISH LETTER.

THE PRINCE AND GLASGOW.

GREAT POPULAR RECEPTION.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 10th.
The visit of the Prince of Wales to Scotland was an extraordinary success in every sense. It has been described as "three of the most memorable days that Glasgow has ever witnessed." The Prince was as popular in the working class districts as in fashionable Kelvinside. A striking fact was the increasing enthusiasm with which he was greeted as the days went past. His popularity, indeed, is hardly to be paralleled in our history. And the reasons for this popularity are not obscure. There are in him a directness, a geniality, an informality, and a transparent sincerity which is quite irresistible. Nothing impressed the Glasgow public more than the special attention he paid to the men who suffered in the war—"my disabled comrades," as he described them.

In visiting the factories and workshops on Clydebank the Prince let it be known that his desire was to get in touch with the human factor rather than to inspect buildings and machinery. And this desire was gratified to the full.

A member of the Royal entourage declared that the experience had been a very strenuous and exhausting one. On several occasions they were not unlike those in a football "scrum," but everybody was so friendly that the discomfort had ample compensations. The Prince was anxious to "mix" with the people; he did so in a very literal sense.

THE PRINCE AND THE MERCANTILE MARINE.

One of the functions in which the Prince of Wales took part in Glasgow was of special interest. It was the launch of the new Union Castle liner Windsor Castle from the Clydebank shipyard of Messrs. John Brown & Co. This is the first occasion on which a member of the Royal House has officiated at a launch of a ship of the mercantile marine.

"THERE WAS A PIPE!"
A piper was engaged to play at Blythswood House during the Prince's visit, and the Royal guest enjoyed his playing so much that it was suggested it would be rather a fine thing to have a pipe band. Thereupon half-a-dozen pipers were ordered, which meant seven in all, for the Prince is himself a piper. Eighteen reels were danced by the house party, the Prince joining in them; he dances in style, with a good knowledge of the steps.

In mentioning that the Prince plays the pipes, it is not suggested that he is good enough to win a trophy at the Argyle or Brannan Gatherings; but he can finger out "Bielan Laddie" and "The Atholl Highlanders." His practice on the chanter was carried on when he was at the University; his fellow-students declined to put up with it, even from a Prince, and he was gaily "ragged." As he says, "I could not do the job thoroughly, because I had to keep dodging the books and pillows that were thrown at me." His tutor in pipe music was a famous Pipe-Major of the Scots Guards.

THE LIBERAL BREAK-UP.

In Scotland, as in other parts of Britain, ceaseless and uncompromising war is being declared by the Independent Liberals against the Liberal members of the Coalition. At a conference of the Liberal Associations in the East and North of Scotland, it was resolved to advise all their members to break completely with the Coalition, and set about securing candidates representing Liberal principles in every constituency. No distinction could be made between Liberal and Unionist Coalitionists, all must be opposed to the bitter end.

STRAITS STEAMSHIP CO. NEW VESSEL.

The Kelantan was successfully launched from the Caledon yard, Dundee. The vessel, which was built to the order of the Straits Steamship Company, conforms to the British Corporation highest grade. With a gross tonnage of 1,100, her principal dimensions are:—length, 230 feet; moulded breadth, 37 feet; and depth to upper deck, 10 feet 6 inches. She is designed for passenger and cargo traffic among the Straits Settlements. The engines, which are to be constructed at the Caledon Company's shipyard, Works No. 1,200 i.h.p., giving a speed of 12 knots.

6,750 TON MOTOR SHIP.

The twin-screw cargo motor vessel Louisa, with a gross tonnage of 6,750, built to the order of the Pacific Steam Navigation Company, has been launched by Harland & Wolff at Govan.

WORK LOST TO THE CLYDE.

The new Anchor liner Cameronia, which was launched in December, 1919, has left the Clyde for Cherbourg, where the work of finishing the vessel will be done. Owing to strikes, the passenger accommodation cannot be completed in this country. The vessel was to have been commissioned long ago.

Several other unfinished vessels have left the Clyde recently for foreign ports, where no difficulty is experienced in obtaining all the labour required. Some passenger steamers have gone to the United States with cargo only, to have their passenger accommodation completed at New York, while others have gone to the Continent.

The Clyde has also lost a great deal of work that in ordinary circumstances would have come abroad, and it will be difficult to get that business back again, as in Holland, Belgium and Germany repairs and overhauls are being put through at lower costs and in much less time.

GIFT TO GLASGOW UNIVERSITY.

The Institute of Engineers and Shipbuilders have presented £30,000 to Glasgow University for the purpose of establishing two James Watt Chairs—a Chair of Heating and a Chair of Electrical Engineering.

1,000 GUINEA GOLF TOURNAMENT.

The proprietors of the "Glasgow Herald," in view of the success that attended the golf tournament last summer at Glenaeles, will promote a similar event this year, prize-money to the amount of one thousand guineas being allocated to the various sections of the competition. The tournament will begin on Monday, June 8th, and will occupy practically the whole week, but this will leave an interval of a full week before the "Open Championship" at St. Andrews.

Last year's tournament was one of the big events of the first full season of post-war golf. Every first-class professional in the British Islands competed, and in addition there were representatives from France in Arnaud Massy and Jean Gassiat, and a representative from Spain in Angel de la Torre. George Duncan, it will be remembered, won the tournament, thus foreshadowing his greater success later in the year at St. Andrews.

While there is hardly a doubt that British professional golf will be as fully represented as it was last year, it is practically certain that there will be a big representation of American professionals. They are coming over in full force for the St. Andrew's meeting, and Jack Hutchinson, who knows the mind of his brother professionals, has indicated that practically all of them will take advantage of the opportunity of testing themselves over Glenaeles.

Indeed there is every promise that a field of professionals will be brought together second only in importance to that which will be at St. Andrew's for the Open Championship. It is the proximity of the event to the great meeting at St. Andrew's which gives to this year's tournament a special importance and puts the completely representative nature of the entry beyond all doubt. Every professional of any account in the United Kingdom, and representatives from France, Australia, and America, will be at St. Andrew's within a week after Glenaeles, and with prize money running into four figures there must be few of them who will not come North in time to embrace both events.

Judging by the dimensions of the crowd, the Professional Tournament was undoubtedly the main thing at Glenaeles last year; but the Amateur Tournament also created an immense amount of interest throughout the country, and as there appears to be a desire that it should be repeated, it will probably be found when arrangements are further advanced that provision will again be made for an amateur meeting.

CRICKET.

Rev. William Augustus Hend, M.A., LL.D., who retired at the end of the school term in 1919 from the headmastership of Fettes College, Edinburgh, a position he occupied for 30 years, his connection with the institution covering altogether a period of 44 years.

At Murtle, Aberdeenshire, on March 11th, Keith Wilson, late Lieut. M.G.C., and of Hongkong and Shanghai Banking Corporation, second son of John Wilson, Union Bank Aberdeen (ret.).

Daniel Kerr, one of Greenock's best known citizens. He was a past president of the Scottish Cricket Union, and his son is Mr. John Kerr, the all-round cricketer.

George Gilbert Ramsay, Emeritus Professor of Humanity, Glasgow University, CASTLES OFFERED TO THE STATE.

Quite a large number of historic buildings are being offered to the State, but the cost of labour and material precludes any programme of general restoration. Among the buildings offered are Norham Castle, near Berwick; Huntly Castle, Aberdeenshire, owned by the Duke of Richmond; Lincoln Abbey, Kirkcubrightshire, owned by the Duchess of Norfolk; Hermitage Castle, Roxburghshire, owned by the Duke of Buccleuch; Leven Castle, Loch Leven, where Mary, Queen of Scots, was imprisoned; and Dunkeld Abbey, near Perth, owned by the Duke of Atholl.

There is a probability that, whatever is settled in regard to the other historical ruins, the island Castle of Loch Leven will be taken over by the State. It is famous as the scene of Queen Mary's captivity at the hands of the Confederate Lords. The story of how the fair prisoner escaped by boat at night is one of the great romances of Scottish history, and figures in Scott's novel, "The Abbot."

The fabric of what was once the stately Cathedral of Dunkeld is substantially intact, and three years ago a scheme of restoration was proposed, by which the nave would be roofed and the Cathedral used in its entirety.

DUGDALE'S TACTICS.

Dugdale McTavish, the all-round athlete and sportsman in the village, entered his name for all the events in the local games. The first event on the programme was the half-mile, and out of eight runners Dugdale finished eighth. "Dugdale Dugdale," said a fellow-villager, "why did you not run faster?" "Run faster!" he replied, "scarcely, 'an' me reservin' mase' for the bagpipes competition!"

Although Christ may visit Westminster Abbey, His throne in Parliament has become vacant.—*Reverend of Beckenham.*

FAMILY LIFE OF A HOHENZOLLERN PRINCE.

AMAZING REVELATIONS.

A very extraordinary picture of Hohenzollern family life has been submitted to the public by the Prussian Minister of Finance. The object of the department is to justify its action with regard to the estates of the ex-Kaiser's cousin, Prince Friedrich Leopold, which had been challenged in the Prussian Revolution.

The Hohenzollern revolution came the Prince hoisted the red flag over his palace of Klein Gliencke, near Potsdam, and issued a manifesto calling on the members of the Hohenzollern family to co-operate in the new order without resentment or bitterness. His possessions, like those of all the other Hohenzollerns, were placed under sequestration, but subsequently his private ownership in them was admitted, and they were released. Meanwhile the Prince had left Germany and settled at Lugano. By degrees he managed to smuggle through to his new home large quantities of pictures and other art treasures, precious stones, plate, and furniture. He also succeeded in transferring large sums of money to Switzerland, in contravention of the existing German laws.

The Prussian Government seems to have made an attempt to arrive at an amicable understanding with him, and persuade him to convert his estates into a company, over which it would have been easier to exercise control. As this plan broke down, application was made to the courts at Potsdam that he should be declared incapable of managing his affairs, and be placed under guardianship. The application was rejected, and the Minister of Finance then proceeded to sequestrate his estate of Flatow-Krojanke, an area of 60,000 acres of valuable forest land, situated on the Polish frontier. It is in justification of this series of actions that the Government has laid before the public its information as to the Prince's manner of life. His fortune, it may be stated here, is estimated at between two and three hundred million marks.

BRUNNEN ORGIES.
The details published go far back into the days of the war, when an attempt was also made to have the Prince placed under guardianship, but was stopped by the opposition of the ex-Kaiser. At that time, according to the evidence of servants, the Prince was continually under the influence of liquor, and frequently had to be carried to bed in a state of capricious unconsciousness. One of the favourite amusements both of himself and the Princess was to reduce the servants to a similar condition. It was stated by one lackey that he was compelled to drink between two and three bottles of German champagne in an evening. When he protested that his thirst was satisfied the Prince shouted at him, "You are not drinking for your own amusement, but for mine." At times the servants were forced to drink a mixture of port and sherry, seasoned with pepper and the most pungent English sauces, and the Royal couple evidently took the greatest delight in the wry faces which this concoction caused.

One day the Prince amused himself during his toilette by making a servant act the part of a dog. The man was made to go into the bath room, and, on a whistle from the Prince, come out into the dressing room on all fours, barking and growling, and eat out of a dish of meat placed on the floor. In his intercourse with subordinate members of his household the Prince employed a vocabulary rich in superlative invectives. Curiously enough, he seems to have regarded the epithet "German" as a particularly humiliating term of abuse. On one occasion he described the servants to their faces as "miserable, dirty, German rabble," and told them that he was only waiting for an opportunity to "snash their brains to pulp." Another of his vituperative phrases was "deceitful, filthy, impudent gang of rascals." Moreover, such language was not kept exclusively for servants. The Princess was heard to say to her eldest son, "Bah! Only a stupid German talks like that." To this he replied, "What! A stupid German! You ought to say 'German schweinwaid.' The servants were miserably paid. So much so, indeed, that after the revolution they appealed to the Government for help, and the Finance Minister wrote to the Prince that the wages they were receiving were 50 or 60 per cent. below what was regarded as the minimum necessary for existence.

COSTLY FOOD FOR DOGS.

On the other hand, the Prince was very tender to his dogs, which he kept in enormous numbers on one estate as many as eight. When the food shortage was at its worst these animals were liberally fed with a stew of rice and best meat, which were brought clandestinely and hidden. The house-dogs received only the choicest morsels, such as veal and pork chops, which were carefully cooked for them. These delicacies were furnished in such abundance that dishes of them were left untouched. Occasionally the servants were compelled to force food into the mouth of the pampered pet. When the Prince's favourite dog Tom went driving with its master it wore a jacket made of costly fur and a pair of motor-goggles. The servants said they came to the conclusion that the Prince wished to make them feel that he rated them very much lower than dogs. In such circumstances, perhaps, it is not surprising that he thought it desirable to surround himself with detectives and spies. One of these, disguised as a kitchenmaid, kept an eye on the preparation of his food, and others used to stand guard at his bed-room door during the night.

Among the documents published is an "official report" of a very remarkable character as to the life of the Prince, well as without moral feeling of responsibility in Lugano. In this it is stated that Prince Friedrich Leopold, the elder member of the nobility, they owe to his quiet retirement with his wife of about a dozen servants. His son, who

THE BEST THAT LIFE CAN GIVE.

MR. BONAR LAW'S VIEWS.

CAUSES OF SUCCESS IN POLITICS.

Mr. Bonar Law was installed as Lord Rector of Glasgow University on March 11th. He recalled that the first rectorial address he listened to was delivered by Mr. Gladstone 42 years ago. He remembered vividly that he left the gathering with the hope and determination of one day occupying the position then filled by Mr. Gladstone.

ELOQUENCE AND RHETORIC.

Great men as a rule, he continued, were not those who foresaw events, but those who foresaw opportunities. In business and public life the qualities which secured success were not essentially different. What were the qualities? The power of clear thought was much more important than the power of expression, but beneath expression and thought lay something else which was more important than either—meditation and the unconscious or subconscious thought.

The first quality essential for success was hard work. Leading men of all nations, whatever their differences, were all intensely hard workers. In business the test of success was, generally, accumulation of wealth. That was a poor test, and it was rarely the chief motive of those who succeeded. "Another quality essential to success was courage."

Turning to public life, Mr. Bonar Law said that fluency of speech was worth nothing, and nowhere did it count for less than in the House of Commons, though good speaking counted for a great deal. The first essential, as he thought, of good speaking was that the speaker should entirely forget himself and think only of his subject. Eloquence, like genius, was a thing apart, and the eloquent man, like the poet, was born, not made. He had heard, however, listened to many very fine rhetorical speeches, but the difference between eloquence and rhetoric was as wide as the Poles. Eloquence was fire, and rhetoric, even at its best, was fireworks. (Laughter.)

THE BEST THINGS IN LIFE.

One of the disadvantages of public life in a democratic country was the part which the limelight apparently played in securing success; but that part was not in reality so great as it seemed. No man could secure, still less retain, the confidence of the House of Commons or of the country unless he had gained a reputation for disinterestedness and sincerity. Truth and sincerity could not be counterfeited; they were like fire and flame, which could not be painted.

If he had given the impression that the object of existence was the gratification of personal ambition, then it was not at all his philosophy of life. The strongest human motive should be a sense of duty. Apart from religion, the best, as he believed, that life could give consisted in the main of two things—human affection and work; work which in itself was worth doing, and which they could do with all their heart. (Cheers.)

R.A.M.C. ROLL OF HONOUR.

SEVEN HUNDRED OFFICERS LOST IN THE WAR.

In the official roll of the officers of the R.A.M.C. who laid down their lives in the war, the total number of names is 709, divided as follows:—
Old and new armies.—Major-general, 13; colonels, 8; lieutenant-colonels, 17; majors, 25; captains, 380; lieutenants, 155; total, 593.
Territorial Force.—Colonels, 2; lieutenant-colonels, 13; majors, 16; captains, 77; lieutenants, 5; total, 113.
The list includes four V.C.s, and 23 D.S.O.s. There are also the names of two baronets, Sir Victor Horsley and Sir Charles Ball, five recipients of the C.M.G., and two of the O.B.E.

bears the same names as himself, also bought an estate, which cost him 350,000, and on which he spent an additional 300,000. Here the young Prince lives in the wildest extravagance with a man friend. The writer of the report thinks it necessary to mention his "peculiar elegance," his weakness for silk stockings, silk shirts, and feminine jewellery, his fastidiously-manicured hands, and the pains bestowed on his face, "which makes the impression of having been artificially treated with cosmetics." In the course of a year the young Prince is said to have incurred debts to the amount of a million francs, which include a bill of 100,000 francs for "luxury." The German Consuls in Switzerland have been perpetually worried by the complaints of his creditors, and altogether sixty-four suits for debt have been commenced against him. At one juncture he was in serious danger of arrest, but was saved by a telegraphic guarantee from his father.

The author of the report philosophizes in an odd way over the lot of the Princes family. He speaks of the elder Prince as "an amiable, rather retiring and intimidated gentleman of fundamentally respectable character," whose weakness is "exactness of attire," who "cannot assert himself against his arrogant and hard-hearted wife," and who in consequence is depressed by debts incurred against his will that he avoids being seen out of doors. The son and his mother still feel that their relation to the red of humanity is "only that of Royal Highnesses." Nevertheless, the report regards them as worthy of pity, for unlike Fate "allowed them to grow up in the clouds of a Princely Court," and they are consequently "blind to changes of time, unblind to their own present position, without any sense for the value of money, as character as to the life of the Prince, well as without moral feeling of responsibility in Lugano. In this it is stated that Prince Friedrich Leopold, the elder member of the nobility, they owe to his quiet retirement with his wife of about a dozen servants. His son, who

(Continued at foot of next column.)

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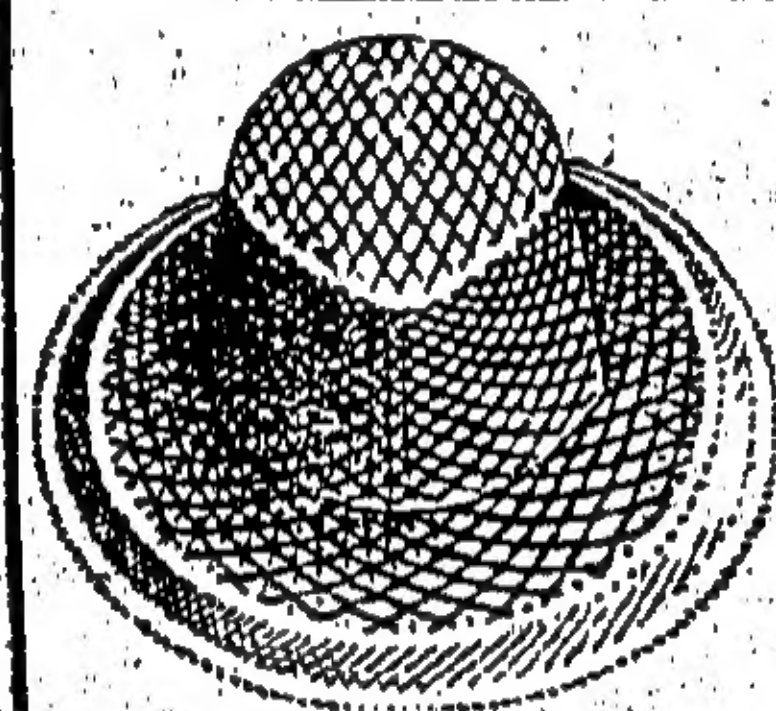
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PARIS FASHION NOTES.
DECLINE OF THE DECOLLETES.(FROM OUR SPECIAL CORRESPONDENT,
ISABEL RAMSEY.)

Paris, March 7th.

The waistcoat promises at this early stage to become one of the dominant features of dressing this season. Worn with a tailor-made it takes the place of a blouse and, being long in shape, suggests the popular jumper models.

As a rule the new waistcoats are made in some thick woolen material, so that they are most practical and comfortable for extra cold days as well as being quite chic and effective. A woolen material in a bright shade of yellow, jade or red is taken and trimmed with a casing of black silk braid black buttons, etc., or else a bright material striped with black is used. Invariably the colours chosen are inclined to be on the showy side, the black or navy blue shade of the tailor-made being used as a foil. They are made single-breasted and button high up the neck with, perhaps, the two points of the collar turning back in peaks in front. The buttons and buttonholes are placed very close to each other, showing that they are as much for decoration as use, and they are continued right to the top of the collar, whether this latter turns back or not. Tiny pockets are sometimes let in.

So as not to appear bulky under the coat or put it out of shape, these thick waistcoats are mounted on a back and sleeves of silk or satin, made perfectly plain and drawn into the waist with a strap and fastened similar to that on a man's vest.

A few, more dainty in type, are to be seen for wear with the velvet coat and skirt that has put in an appearance in smart circles during the last week or two. These figure in delicate silks, brocades or figured satins, and they are trimmed with jewelled buttons, lace ruffles at the neck and sleeves and, sometimes, a touch of embroidery. Naturally, the shades chosen for this type of waistcoat are more subdued than those fashioned of the thicker materials. Pearl grey, ivory, beige and champagne are what one sees most. A particularly pretty and elaborate one was made in ivory silk splashed with floral designs as thickly as the more decorative types of cretonne are. A binding of white silk braid and tiny jewelled buttons fastening up the front completed the whole.

DESIGNS FROM ARABIA.
Many designs and colours, also, have been borrowed from Arabia for these new models. Very effective are some of the combinations thus created, and very becoming to the woman who affects the particular style of dressing called "smart."

Scarves, too, are to be another feature. They will be fairly wide, long and, for everyday wear, fashioned of some thick blanket material. The ends are finished with a deep fringe to harmonize or contrast with the colour of the scarf. The more elaborate and decorative ones are made in jersey *de soie* or *crêpe de Chine* in a heavy quality. They are either plain or else figured, in the latter case, the foundation is bright in colour and the designs stamped or worked thereon suggestive of Impressionist ideals.

Velvet coats and skirts and velvet cloaks for evening wear are quite the order of the day. The former are, naturally, in a class with the more decorative type of tailored suit. They are much be-trimmed and extravagant in cut, and are worn, as a rule, with one of the lighter types of waistcoats I have just referred to. Cloaks made of velvet are circular in shape and are lined with brocade or heavy *crêpe de Chine*. The circular full-draped collars are still popular for wear on cloaks or loosely-made coats.

POPULARITY OF BLACK.
It is amazing the amount of black that is worn on all occasions, but particularly in the evening. At least ninety per cent. of dresses designed for ball, dinner or theatre wear are black, a note of relief being added by means of a sash of gold tissue, a wonderful silk rose at neck or waist, or panels of colour that flash from beneath the fold of black as the wearer moves. It would seem as though designers had decided to renounce their habit of obtaining effects by means of whole colour ideas and, instead, to make a foundation of the black which lends itself so easily to moulding and draping the figure to advantage, and rely for artistic effects on just one splash or note, artistically introduced.

A perfectly plain black satin dress will have four panels of royal blue or cerise; another will show a sash or girdle effect in the ever-popular jade or, maybe, in gold or silver tissue or brocade. These are made to encircle the waist loosely and are usually finished with a rather big bow fastening on the side with extra big loops. A pretty restaurant dress I saw at one of the big hotels this week was in black *crêpe de soie*, made with very wide tucks forming a peak on the side; it was a one-piece dress and the bodice fastened high up the neck, where it was caught by a width of black *ciré* ribbon, which encircled the neck, fastened with a couple of loops on the side and long streamers that hung down below the knees; the last touch was the addition of a large La France rose, which was tucked in at the neck in the folds of the ribbon loops and added the one note of colour relief in the whole dress.

BLACK NET.
Black net is worn a great deal, also, for evening wear—a fashion that has, naturally, brought back a craze for Chantilly. A net dress trimmed with narrow rows of Chantilly is a favourite model. Stripes and designs in colour are woven into black net, and even coloured embroidery is used as a medium for decoration.

Silver lace, too, is used in conjunction with black net. Dresses fashioned of this flimsy material are, necessarily, plain in cut and detail, depending for trimming on rich lace or colour effects. Sashes of jade green tulle are much worn with black net dresses, the bows, as a rule, fastening on the side.

(Continued at foot of next column.)

BABY CARRIED OFF BY
FAGLE?SKELETON FOUND ON A SCOTTISH
MOUNTAIN.

A remarkable solution of a seven-year-old mystery is suggested by a discovery last month on the highest mountain in central Aberdeenshire, known as the Alither Tap of Benachie.

In the summer of 1914 a two-year-old child disappeared from the Croft of Doorlethen, at the foot of the north side of Benachie. A six-weeks' search, conducted by police and by volunteer parties from townships in a thirty-mile radius, proved futile. The popular belief was that the child had been kidnapped by gipsies or carried away by an eagle.

The charred skeleton of the child's body was found yesterday among burned undergrowth on the hillside, about two miles from the cottage from which it had disappeared. The discovery was made by a contractor who was examining timber damaged by a fire that swept the hill last year.

PREVIOUS CASES.

So sequestered in the spot that evidence is given to the theory that the baby was carried away by an eagle. It was too young to have wandered two miles up a steep hillside deeply covered with undergrowth.

There have been several instances in recent years of babies being carried away by eagles in the Alps and Pyrenees—at Arden, Switzerland; Vaulon, Italy; Alp Camp, Switzerland; Courmayeur, Switzerland, and elsewhere. On several occasions, also, the bones of children have been found in eagles' nests.

The most remarkable Scottish case was recorded in the *Daily Express* of May 6th, 1901.

The eighteen-months-old daughter of a Sutherlandshire crofter living at Inverchewan was seized while playing in a field. Some hours later the terribly mangled body was found on the crest of a neighbouring hill. One hand was clutching a bunch of eagle's feathers.

Before the searchers could stop the agonised mother she caught sight of her baby's mutilated face and fell unconscious.

THE TALE OF A TANK.

A few weeks ago a gentleman from Detroit joined a train at Toronto to return home. He carried with him a suit case containing a dozen bottles of "Scotch" which he was taking home to the "dry" land.

He was afraid that his luggage might be lost, and consulted the car porter, who found a safe hiding-place for the treasured bottles in the water tank in one of the coaches. All went well till the train reached London (Ontario), but then two railway employees entered the coach, each carrying a bucket of ice, which was dumped into the tank. Some time later the proprietor of the suit-case noticed a steady stream of his fellow-passengers moving to and from the water tank, with cups in hand. The train had almost reached Windsor, the station before Detroit, when he himself went to investigate. The ice had broken, the bottles, and the Detroit man had provided his fellows with free and much appreciated refreshment of iced whisky.

Decolletés are, on the whole, far more sober than they were last year, extravagant instances which one is bound to see here and there. The modern woman of good taste, however, has abandoned the excessive décolleté, and the bare backs which one sees to-day inevitably belong to the women whose taste is questionable in other matters besides that of dress.

These appears to be a rivalry among furriers as to who can produce the best imitation fur. The exorbitant prices charged for the smallest scrap of fur is, no doubt, the cause of this demand for the imitated article. Real fur, apparently, is only for the *non-vegan* rich and the millionaires; for the rest of us there are a hundred and one imitations and substitutes that have mostly sprung into existence since last year. Bunny, of course, is called upon to play many parts, and figures almost invariably as seal; he also makes up as a clever imitation of musquash and other short-haired pelts. Goat's hair is the next most useful. On account of its shininess and length, admirable imitations of skunk are obtained with this skin. Cut into stripes and treated differently, it becomes monkey fur and trims countless thousands of hats, frocks and coats. There is also a clever imitation of astrakhan, and the commoner types of *fox* are made up into wraps which pass for the rarest among the Russian and Canadian breeds.

Lamb's wool, because of its comparative cheapness, is tremendously in favour just now. It is dyed all shades and makes up into the coats of coats, usually a hat or cap to match being added. A pretty set of this kind was worn by a young girl and consisted of a loose-fitting jacket in pale grey lamb's wool and tam o' shanter cap to match. Warm wraps, stoles and muffs are made of this cosy skin, which is also used greatly for trimming.

For those who can afford real furs, there are koimsky, ermine, mink, sea-ottine, quash, skunk, Canadian sable broadtail. Fitch, also, is very popular, more particularly for trimming. Fashion demands that everything shall harmonize and form an ensemble of perfection. For this reason, fitch is much in evidence as it lends itself admirably for trimming and relieves the monotony of a dark, plain gown and completes the effect with a touch on the hat. Opussum and caracul are used mostly in this way too. Instead of straight-line coats, furriers are favouring luxurious cape wraps that fold round the wearer. An alternative is the rather bulky coat with extremely low-set kimono-sleeves, which when it is on, produces the same effect as the cape wrap. Muffs are not so round as they were last year, but are still on the small side.

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Karlsruhe — Karlsruhe Hotel	Park Hotel	Kanaya Hotel	Tokyo Station Hotel
Miyajima — Miyajima Hotel	Miyajima Hotel	Nikko Hotel	Yokohama — Grand Hotel
Miyajima — Miyajima Hotel	Miyajima Hotel	Nikko Hotel	
Miyajima — Miyajima Hotel	Miyajima Hotel	Nikko Hotel	
Miyajima — Miyajima Hotel	Miyajima Hotel	Nikko Hotel	
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Model "H" 4.2 h.p. Combination, Hold, Screen and Luggage Grid	£170/10/0	£152/10/0
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 KASHIMA MARU (omitting Manila) ... Tuesday, 12th July, at 11 a.m.

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INABA MARU ... Saturday, 30th Apr., at 11 a.m.
 KANO MARU ... Friday, 13th May, at 11 a.m.
 IYO MARU ... Friday, 27th May, at 11 a.m.
 ATSUTA MARU ... Friday, 10th June, at 11 a.m.

HAMBURG, LONDON, HULL & ROTTERDAM.

MATSUYE MARU ... Friday, 28th April.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday, Island, Townsville & Brisbane.

ARI MARU ... Tuesday, 17th May, at 11 a.m.
 TANGO MARU ... Tuesday, 31st June, at 11 a.m.
 NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

NEW YORK via Suez.

YANAGATA MARU ... Middle of May.
 SOUTH AMERICAN PORTS via CAPE.
 KAWACHI MARU ... Beginning of May.

BOMBAY & COLOMBO via Singapore.

HAKATA MARU ... Tuesday, 3rd May.

CALCUTTA & BANGCOON via Singapore & Penang.

TOSI MARU ... Thursday, 5th May.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 17th May at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

LINA MARU ... Friday, 29th April.

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ss. "TAIKWA MARU" ... on or about 10th May.

FOR KEELUNG via Swatow & Amoy

ss. "TAIKWA MARU" ... on or about 24th May.

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SHIPYARDS HELD UP BY TEN THOUSAND MEN.

WORK DRIVEN ABROAD.

Few more humiliating episodes have occurred to a great industry, which is peculiarly national in essence and tradition, than that which is at present afflicting the shipyards of this country (says *The Daily Telegraph* of March 23rd). Owing to the strike of joiners and carpenters, which broke out on December 1st last year upon a matter of wage adjustment, the completion and repairs of ships is being increasingly held up in Great Britain. The spectacle has arisen of a procession of large vessels of the British Mercantile Marine across the North Sea to foreign ports because a cog has been withdrawn from the machinery which, for hundreds of years, has enabled them to fit out in this country. Side by side with stagnation in our own yards there is the irritating picture of a thriving Continental industry. The shipyards on the other side of the North Sea are full up with work, even German ports sharing in the general prosperity at our expense. It is estimated that the number of British ships in the hands of foreign workmen runs into dozens, so that some hundreds of thousands of pounds are going abroad at a time when they are badly needed at home.

The trouble originated in the decision of British shipbuilders to give their joiners a special advance in wages, in order to compete successfully for their services with the demands of the house-building trade. No sooner had they given the advance than the shipbuilders found they would be expected to treat the other trades in like fashion, because the usual relationships of the different trades and their rates of remuneration had been upset. The state of the industry precluded the possibility of making universal advances, and the shipbuilders found themselves compelled to ask the joiners to revert to their previous wages. The men rejected the proposed reduction of 12s., and came out on strike in December.

WIDESPREAD EFFECTS.

The number of workmen directly involved in the dispute is returned at 10,000. They are distributed over all the principal yards with one important exception. Belfast appears to be the only place in these islands where the great shipbuilding and repairing industry, which last year provided one of the most encouraging examples of post-war rehabilitation and development, is proceeding with ordinary regularity. The picture of 10,000 workmen standing deliberately aloof while business which is badly needed in this country has, perforce, to be taken to the Continent would be sufficiently distressing if it conveyed a full and accurate representation of the facts. Unhappily, it does not. Its incidence is widened gravely by secondary considerations. In the first place, the strike has lasted long enough for its effects to be felt by many sections of workers in the shipyards other than those immediately responsible. Its results have percolated far into the inner mechanism of the industry, clogging first of all, subordinate movements only, but arresting finally its main motive power. The influence of the dispute has been felt in two directions. In the shipbuilding department the work of the joiners usually proceeds simultaneously with that of the builders, so that when the ship is launched the former are ready to take possession for the process of fitting out. What has been happening recently is that ships have been constructed and launched and then have progressed no further towards completion. The case of one large vessel may be cited as an example. She was launched six months ago, and should have been ready for sea before the end of last year. She figured in the sailing programme of one of the big companies for January, and should have left this country with 1,300 passengers during that month. That voyage had, of course, to be abandoned, and the inconvenience suffered by the intending passengers, whose bookings were cancelled, can be imagined. The company have given up any hope of getting this ship into commission by a fixed date, and have withdrawn her from their list of sailings. In this particular instance a great liner which should by now have circumnavigated the globe, or at least have completed an equivalent distance, lies useless and unremunerative for want of workmen to finish her.

LARGE SUMS FINISHED.

In another case, where a new vessel was left in this incomplete state, the owners took the bull by the horns and, very reluctantly, it may be stated, sent her across to the Continent to be fitted. That vessel was duly completed, and she sailed a fortnight after her appointed time. By driving this ship across the North Sea, the strike enriched the pockets of the Continental workers by £2,000 in wages, which should have come to London.

Besides the new ships there are those which require repair and overhaul, a process that finds employment for many thousands of workmen in this country. Here, again, owners have been faced with the necessity of either withdrawing their ships from service or of sending them to one of the Continental ports for repair. Specific cases which have come to light illustrate the grotesque unfairness of the disservice which has been done to the British shipyard worker by the strike of the joiners. Two British vessels were recently chartered abroad at a cost of £20,000. A mere 8 per cent. of this went into the pocket of the Continental joiners; the remainder was paid in respect of work other than joinery, and may be said to represent the penalty inflicted by the strike upon other British workmen who would have shared in the proceeds of this particular job had it not been driven out of England. Other ships, belonging to the same company, are to be dealt with on the Continent, so that it is estimated that more than £70,000 of one firm's money will have been diverted from British industry in the space of a few weeks. It is difficult to imagine that the rank and file of labour in the British shipyards regard with any sort

(Continued at foot of next column.)

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:—

From: Rob. John, Hongkong Hotel Shanghai
 Address: Kobe
 Reid, Hongkong Club (4) ... Kobe
 Philadelbank ... Shanghai
 Socoon ... Omata
 Thomas Swire ... Peking
 Young Sze Ew. 84, Hollywood Road ... Amoy
 Thong Yak ... Shanghai
 See Ewe Song ... Amoy
 Man Woo ... Shanghai
 Yuen Ching Tai ... Shanghai
 Cheng Sin Nam, 53, Connaught Road, C. ... Shanghai
 Lo Man, 18, Morrison Gap Rd. ... Shanghai
 Kwong On Tai ... Shanghai
 Young Titi Fu, Great Eastern Hotel (3) ... Shanghai
 Ngo Chow Fu, Deinghung-hwokso Siyen Street ... Tokio
 4331 ... Hankow
 Man Shun Lung, 17, Wing Wo Street ... Yokohama
 5961 ... Hankow

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:—

From: Dreyfus ... Haiphong
 Address: Establan Fadhoun Hawaiian Office ... Cebu
 Garawal ... Calcutta
 McIntyre, Steamship Raffles Devonport
 Hotel Drive, Hongkong
 Zilaram, c/o Hajecmail ... Bandoeng

HONGKONG TIDE TABLE.

From April 29th to May 5th, 1921.

Days of Week	Days of Month	HIGH WATER			LOW WATER		
		H'kong Standard Time	Height	Height	H'kong Standard Time	Height	Height
Fri.	29	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		No infer.	high	nor low	water		
		0 51 a	6 7	9 52 a	2 1		
Satur.	30	No infer.	high	nor low	water		
		2 14 a	5 4	10 55 a	2 2		
Sun.	1	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		3 54 a	5 2	11 44 a	2 1		
Mon.	2	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		5 18 a	5 1	0 13 a	2 9		
Tues.	3	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		7 3 a	5 0	0 23 a	2 1		
Wed.	4	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		9 15 a	5 0	0 27 a	2 0		
Thur.	5	h. m.	ft. in.	h. m.	ft. in.	h. m.	ft. in.
		7 35 a	5 9	1 23 a	2 1		
		7 57 a	5 4	2 7 a	2 3		

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of satisfaction or equanimity proceedings

which are mjecting them week by week

in many thousands of pounds. The sting

of the matter is not likely to be assuaged,

either by the reflection that the joiners

themselves, or many of them, have not

stayed to share the consequences of their

own actions. In increasing numbers they

have found lucrative employment in the

house-building industry, the temporarily

higher emoluments in which really pro-

pitiated the whole trouble. In other

words, a proportion of them helped to

settle the ship and then left in the only

boat available—*Daily Telegraph*.**INDO-CHINA STEAM NAVIGATION COMPANY LIMITED**

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MANILA ... "LOONGSANG" ... Fri., 28th April, 3 p.m.
 SHANGHAI via NINGPO ... "HOPRANG" ... Sat., 30th April, D'light.
 SHANGHAI via SWATOW ... "WINGSANG" ... Sun., 1st May, D'light.
 BANGKOK via SWATOW ... "WINGSANG" ... Tues., 3rd May, D'light.
 SHANGHAI via SWATOW ... "KWOONGSANG" ... Tues., 3rd May, 1 p.m.
 STRAITS & CALCUTTA ... "YATSHING" ... Tues., 3rd May, 3 p.m.
 HAIPHONG via HOIHOW ... "LOKHSANG" ... Wed., 4th May, 9 a.m.
 SHANGHAI & TIENTSIN via SWATOW ... "CHEONGSANG" ... Thurs., 5th May, D'light.
 TIENTSIN ... "CHEONGSANG" ... Thurs., 5th May, D'light.

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 ss. "GLENOGLE" ... 15th May.

HOMEWARDS.

Vessel ... Leaves Hongkong ... Discharges
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KAWASAKI

71

No.

SHIPPING NEWS

ARRIVALS.

April 27th.
Whangchow, British str., 1,203 tons, Capt. F. A. Lovgrove, from Bangkok, with a general cargo.—B. & S.
Chongchay, Chinese str., 588 tons, Capt. T. Fletcher, from Pakhoi, with a general cargo.—Hing Lee & Co.
Harmata Maru, Japanese str., 2,345 tons, Capt. Y. Ohima, from Batavia.—Mitsui.
Hydrangea, British str., 561 tons, Capt. J. E. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.
Imbayan Maru, Japanese str., 692 tons, Capt. K. Nakamura, from Keelung, with coal.—K. Kimura.
Shun Cheong, Chinese str., 235 tons, Capt. Leung San Kong, from K. C. Wau, with a general cargo.—Wai Yee.
 April 28th.
Chewan, British str., 1,235 tons, Capt. Purcell, from Shanghai and Swatow, with a general cargo.—B. & S.
Xouchow, British str., 1,222 tons, Capt. P. H. Cowan, from Bangkok and Swatow, with a general cargo.—B. & S.
Lecky, British str., 972 tons, Capt. Bocker, from Bangkok and Swatow, with a general cargo.—J.M. & Co.
Lima Maru, Japanese str., 4,744 tons, Capt. Y. Masuzumi, from Singapore, with a general cargo.—N.Y.K.
Montague, American str., 3,629 tons, Capt. H. Whitehead, from Manila, with a general cargo.—Admiral Line.
Rokkumaru Maru, Japanese str., 1,160 tons, Capt. K. Takaya, from Miki, with coal.—M.T.E.
Saga Maru, Japanese str., 1,432 tons, Capt. H. Higashimori, from Bangkok, with rice.—Y. Sato & Co.
Shien Maru, Japanese str., 1,291 tons, Capt. Mochiharu, from Keelung, with a cargo of coal.—O.N.K.
Victoria, British str., 1,570 tons, Capt. F. J. Fisher, from Australia Borneo and Manila, with a general cargo.—China Australia S.S. Line.

CLEARANCES.

April 28th.
Alling, for Saigon.
Asia, for Saigon.
Chewan, for Canton.
Fauler, for Foochow.
Georgia, for Swatow.
Hongkoku Maru, for Kobe.
Kueichow, for Weihaiwei.
Lima Maru, for Shanghai.
Pearl Shell, for Singapore.
Rokkumaru Maru, for Tokyo.
Shuncheung, for K. C. Wau.

PASSENGERS.

Per s.s. **Kueichow**, on April 28th.—Mr. B. E. Harmer.
 Per s.s. **Victoria**, on April 28th.—Mrs. Williams, Miss Syring, Mr. Abbott, Mr. Mullen, Mr. Ballentyne, Mr. Hotchand.

DEPARTURES.

Per s.s. **Empress of Russia**, to Vancouver via Port, on April 28th.—Mr. F. Annerley, Mr. T. E. Beard, Mrs. E. Berger, Mr. and Mrs. G. H. Bower, Mr. D. K. Blair, Mr. O. Brown, Mr. F. B. L. Bowley, Mrs. D. J. C. Bakker, Mr. H. W. Bird, Mr. and Mrs. J. W. Baubury and daughters, Mr. and Mrs. H. C. Clements, Mr. and Mrs. S. R. Curreen, Major G. M. Currie, Mr. T. R. Chassels, Mr. H. N. Dunning, Mr. T. B. Drew, Capt. E. King, Miss E. Dolboy, Mr. G. T. Eddies, Miss E. E. Irving, Mr. J. G. Jolley, Sir Ellis Kadoorie, Mr. and Mrs. Abraham Kalaf, Miss Lavelle and Mrs. Chas. Kalaf, Mr. K. Lopez, Mr. E. M. Lee, Mrs. G. M. McDonald, Mr. A. C. McNeely, Mr. L. McLean, Miss J. Malcolm, Miss B. Murphy, Mr. and Mrs. W. C. Miller, Lt. R. E. F. M. Mackenzie, Mrs. Mitchell, Mr. C. Morrow, Mr. J. Mahood, Mr. M. Nathana, Mrs. Plowman, Mr. R. J. Patterson, Mrs. E. K. and Miss H. Poyrie, Mr. V. C. Pousonby, Mr. Chas. Quartermaine, Mr. B. Randall, Mr. and Mrs. C. A. Da Rosa, Mr. and Mrs. R. A. Rogers, Rev. Father L. Robert, Miss Alys Rosa, Miss E. Smith, Miss J. Sherwin, Miss H. M. Smith, Dr. B. F. Surryne, Major G. Stoddart, Mr. A. E. Smith, Mrs. A. W. Stenson, Mr. and Mrs. Frank Smyth, Captain E. V. Sassoon, Mr. M. A. Sassoon, Mr. H. Sassoon, Mrs. G. A. Saebo, Mr. Julia Santos, Mrs. C. P. Templeton, Lt. W. F. Tweddell, Dr. and Mrs. R. C. Thomas, Miss M. M. and Miss J. B. Thomas, Miss F. Taylor, Mr. W. S. Tausig, Mr. Frank Veaper, Mr. A. Visser, Mr. H. J. Vollenwelder, Miss Florence Wilson, Mr. H. B. Waring, Mrs. A. Wilkins, Mr. H. P. White, Mr. N. C. Wilson, and Mr. Williamson.

Per s.s. **Shingo Maru**, for San Francisco and intermediate ports, on April 27th.—Rev. B. Aubert, Rev. and Mrs. S. I. Arnold, Mrs. F. C. Allen, Mrs. H. F. Ashby, Mr. E. F. Achard, Mr. and Mrs. L. C. Bewsey, Mr. W. Barr, Mrs. J. G. Buell, Mr. and Mrs. A. Barendsen, Mrs. H. Berners, Mrs. J. M. Burrows, Mrs. M. Biggs, Mrs. J. P. Campoo, Mrs. J. B. Clough, Mrs. W. Carr, Mr. E. L. Durbam, Miss H. Davies, Mr. H. Eudy, Mrs. M. P. Eudy, Mrs. G. Findlay, Lt. Col. and Mrs. R. B. Goings, Mr. and Mrs. I. W. Gill, Mrs. B. S. Gately, Mrs. F. D. Harrison, Mrs. B. W. Hyde, Miss F. Hyde, Mr. B. W. Hyde, Mrs. C. E. Holt, Mr. L. A. Hippach, Mr. F. Hutchison, Mrs. J. Hicke, Rev. E. Hanold, Mr. and Mrs. N. T. Jelly, Mrs. A. Leimbach, Mrs. M. E. Laason, Mrs. M. Lehman, Mrs. E. Lindsay, the Misses C. V. and J. E. Lichance, Mr. and Mrs. H. C. Lubek, Mrs. J. Lux, Mr. E. J. McCarty, Mr. F. Mapa, Rev. A. Mayer, Mr. and Mrs. Morris, Rev. Mrs. L. A. Oliver, Dr. and Mrs. W. S. Priest, the Misses Reid (3), Mrs. L. F. Reese, Mrs. E. W. Riley, Mrs. Robinson, Mr. and Mrs. J. W. Sanders, Miss L. Sumulong, Mrs. B. Smith, Miss J. Schneider, Rev. T. Schu, Rev. H. Storck, Rev. J. Schevick, Mrs. J. H. Taggart, Mr. J. M. A. Tabet, Mrs. H. H. Taylor, Rev. N. E. E. Hon, Mr. A. Viterbo, Dr. and Mrs. E. Violette, Mr. and Mrs. V. Valentine, the Misses E. and B. Valentine, Master B. Valentine, Mrs. F. M. Vicini, Mr. W. Wery, Mrs. C. H. Wierman, Miss H. Wright, Rev. K. Weber.

SHIPPING MOVEMENTS.

The s.s. **Antiochus** (Blue Funnel line) left Kuchinotau on April 27th for Liverpool, via Genoa and Marseilles, and Hongkong, and is due here on May 1st. She will sail, as above, on May 3rd.
 The T.K.K. s.s. **Persia Maru** arrived at Yokohama on April 28th, and sails on the 28th, in accordance with schedule, being due at Hongkong on May 8th.

VESSELS EXPECTED.

Aberdeen (Admiral line), from Shanghai, due May 22nd.
Bellerophon (Blue Funnel line), due May 18th.
Bowen Castle (Barber line), Dodwell & Co., agents, from New York, due May 18th.
Edmore (Admiral line), from Shanghai, due May 23rd.
Farquhar (Blue Funnel), due April 30th.
Hector (Blue Funnel), due May 1st.
Hakata Maru (N.Y.K.), from Japan, due May 2nd.
Kaga Maru (N.Y.K.), from London, due May 25th.
Kirin Maru (N.Y.K.), from Calcutta, due May 10th.
Manhattan (Blue Funnel), due May 8th.
Mongolian Prince, from Shanghai, due April 30th, at daylight.
Shidekuo Maru (N.Y.K.), due May 12th.
Soudan (P. & O.), from Shanghai, due to-day about 2 p.m.
Wenatchee (Admiral line), due May 1st.

WEATHER REPORT.

April 28th, at 11:05.—Pressure has decreased considerably at Vladivostok; increased considerably along the east coast of China and slightly to moderately elsewhere.
 A weak anti-cyclone is situated over N. China and a depression is moving eastward across the Sea of Japan.
 The Tongking depression has filled up.
 Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 2.15 inches. Total since January 1st, 8.08 inches against an average of 11.14 inches.
 The forecast for the 24 hours ending at noon to-day is as follows:—
 District Forecast.
 Hongkong to Gap Rock—E. and N.E. winds, moderate; fair.
 Formosa Channel—The same as No. 1.
 South coast of China between the same as Hongkong and Lamook—No. 1.
 South coast of China between the same as Hongkong and Hainan—No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, April 28th

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.78	29.88	29.81
Temperature	24	72	72
Humidity	72	82	75
Wind Direction	South	SSE	East
Wind Force	4	0	3
Weather	—	0	0
Rain	—	—	2.15
Highest open-air Temperature on 27th	84		
Lowest open-air Temperature on 28th	71		

THE EAST ASIATIC CO., LTD., COPENHAGEN.

THE STEAMSHIP
"PANAMA"
 will be sailing from Hongkong about End of April, taking cargo for:
HAMBURG COPENHAGEN & SCANDINAVIAN PORTS.
 For rate of freights apply to:
MANNERS & BACKHOUSE, LTD.
 Mercantile Bank Building,
 7, Queen's Road, Central.
 [741]

C.P.O.S.

SAILINGS

HONGKONG TO VANCOUVER

Steamers	From	Due
EMPEROR OF JAPAN	May 21	June 7
EMPEROR OF ASIA	May 23	June 13
EMPEROR OF RUSSIA	June 14	July 8
EMPEROR OF JAPAN	June 23	July 11
EMPEROR OF ASIA	July 7	July 28
EMPEROR OF RUSSIA	July 21	Aug. 8
EMPEROR OF JAPAN	Aug. 18	Sept. 5
EMPEROR OF RUSSIA	Aug. 23	Sept. 19
EMPEROR OF JAPAN	Sept. 20	Oct. 11

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient in order to secure the most favorable rates and conditions on the Pacific Atlantic route. Reservations can be arranged by letter or cable for all passengers to Europe. Freight rates for cargo are also available. For full particulars apply to the HONGKONG OFFICE, CANADIAN PACIFIC OCEAN SERVICES, LTD.

PACIFIC MAIL S.S. CO. TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS AND HONOLULU

"EQUADOR" AMERICAN STEAMERS	Sailing May 18th
"COLOMBIA"	Sailing June 11th
"GOLDEN STATE"	Sailing July 4th

PANAMA SERVICE

Freight and Passenger.

Regular bi-monthly sailings from San Francisco for Mexico, Central America, Panama and West Coast of South America.

SHANGHAI-CALCUTTA SERVICE

Freight Only.

For SHANGHAI

For SINGAPORE, PENANG, RANGOON AND CALCUTTA.

MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

ROUND THE WORLD SERVICE

Freight Only, Monthly Sailing.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Alexandria, Biscia, Marseilles, Barcelona, the Cape, Baltimore, Norfolk, Orizaba, Los Angeles and San Francisco.

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO. Telephone 141. Cable Address "SOLANO," Hotel Mandana, Hongkong.

NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICES

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call.—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

S.S. "MACASSAR MARU" — sailing on or about 7th May.
S.S. "SAMARANG MARU" — End of May.

FOR JAPAN.

Ports of call.—Mojil, Kobe and Yokohama.

S.S. "SAMARANG MARU" — sailing on or about 2nd May.
S.S. "BORNEO MARU" — Middle of May.

For further particulars please apply to—

K. SUZUKI, Manager,

No. 5, Queen's Road Central.

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STRUTHERS & DIXON, Inc. GREEN STAR LINE.

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

To NEW YORK & BALTIMORE

To VANCOUVER & SEATTLE (via MANILA)

• "West Icon" — 25th May

To LOS ANGELES & SAN FRANCISCO (via HONOLULU)

• "West Jena" — 30th April

• Also cargo accepted for Transshipment at San Francisco and/or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE,

PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overland Common Points.

HONGKONG OFFICE:—1st floor, Powell's Building, 12, Des Voeux Rd., Tel. 3003.

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PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and

NEW YORK

S.S. "MONGOLIAN PRINCE" — 3rd April, (via Suez).

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED

Telephone 8165.

St. George's Building,

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T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

STEAMERS	TONS	LEAVE HONGKONG
PERSSIA MARU	9,000	May 14th
TAIYO MARU	22,000	May 25th
SIBERIA MARU	20,000	May 10th
TENYO MARU	22,000	June 21st
KOREA MARU	20,000	July 1st
SHINKO MARU	22,000	July 18th

† Calling at Dairen instead of Nagasaki. ‡ Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTIAGO

CHILE, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE

THENCE BY TRANS-ANDREAN ROUTE TO BUENOS AIRES.

STEAMERS	TONS	LEAVE HONGKONG
SEIYO MARU	14,000	May 15th
RAKYUO MARU	17,500	May 10th
CHOYO MARU	—	July 11th

Cargo only

For full information regarding passengers freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton: Messrs. T. E. GRIFFITH, LTD.

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CHINA MAIL S.S. CO., LTD.

Incorporated in U.S.A.

FREIGHT AND PASSENGERS

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
15,000 Tons	11,000 Tons	16,200 Tons

SAILING FROM

HONGKONG for SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu

S.S. "CHINA"	S.S. "NANKING"	S.S. "NILE"
May 18th	June 15th	July 13th

SAILING FROM

HONGKONG for MANILA

S.S. "NANKING"	June 4th
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SAILING FROM

HONGKONG for SINGAPORE

S.S. "CHINA"	S.S. "NILE"
April 30th	June 25th

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE,

PRINCE'S BUILDING, 108 HONG STREET,

TELEPHONE, PASSENGER DEPT. No. 1934.

FREIGHT & PASSENGER AGENT,

TEL. FREIGHT DEPT. & AGENT. No. 2181.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJISALAK	JAVA	Loading	3rd May	JAVA
TJILIWONG	JAVA	in port	1st May	SHANGHAI
TJIKINI	JAVA	8th May	11th May	SHANGHAI
TJILEBOET	JAVA	8th May	21st May	JAVA

* Wireless Telegraphy.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon.

Cargo taken at through rates for all ports in Netherlands India and Australia.

For Particulars of Freight and Passage apply to the

JAVA-CHINA-JAPAN LIJN.

York Building First Floor

Telephone No. 1674.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences)

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Loading	For	Sailing
May	AMSTERDAM & HAMBURG	15th May
June	ROTTERDAM & HAMBURG	2nd June
July	AMSTERDAM & HAMBURG	20th July

For full particulars please apply to—

JAVA-CHINA-JAPAN LIJN.

General Agents,

Tel. No. 184.

York Building

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH & CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents."ELLERMAN" LINE.
(ELLERMAN & BUCKNALL S.S. CO., LTD.)
JAPAN, CHINA & STRAITSTO
UNITED KINGDOM & CONTINENT.

LONDON, ROTTERDAM & HAMBURG

S.S. "KASENGA" ... 8th May.

LONDON, ROTTERDAM & HAMBURG

S.S. "KATUNA" ... 25th May.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

or to REISS & CO., CANTON.

THE BANK LINE, LTD.
General Agents.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

BOSTON & NEW YORK S.S. "CITY OF DUNKER" ... 30th April
— do — S.S. "KNIGHT COMPANION" ... 16th May
— do — S.S. "CITY OF SHANGHAI" ... 8th June

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, OR THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. REISS & CO., CANTON.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
WUWU, C'POO, N'CHANG & T'NIN	"HUICHOW" ...	On 30th April, 4 P.M.
SHANGHAI & TINGTAO	"CHENAN" ...	On 1st May, 10 A.M.
SWATOW & BANGKOK	"KANGHONG" ...	On 3rd May, Noon.
AMOI, SHANGHAI & FUKOW	"SINKIANG" ...	On 5th May, Noon.
SHANGHAI	"SUNNING" ...	On 8th May, 10 A.M.
HOIHOW, PAKHOI & H'PHONG	"KAIFONG" ...	On 8th May, 10 A.M.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation. Amplest Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly) taking cargo on through Bills of Lading to all Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38.

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers. Electric light and fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI & FOCHOW
AND RETURN

(Occupying 9 to 10 Days)

"LAICHING" ... Capt. A. H. Swire | SATURDAY, April, 30th, at 2 P.M.
"HAILONG" ... Capt. W. Cooper | TUESDAY, May, 3rd, at 12 Noon.
"HAILONG" ... Capt. W. O. Passmore | FRIDAY, May, 6th, at 12 Noon.
* Calling at Swatow for Passengers Only.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"SOLDAN"	7,000	30th Apr. 11 A.M.	Marseilles, London & Antwerp
"DILWARA"	5,378	10th May	Singapore, Colombo & Bombay
"NAGOVA"	7,300	13th May	Marseilles, London & Antwerp
"FLASSY"	7,346	11th June	do.
"DELTA"	8,000	24th June	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TAKADA" ... 7,000 ... 8th May ... Calcutta via S'pore, Pango & B'goe.

EASTERN & AUSTRALIAN SAILINGS (South)

"KANOWNA"	7,000	8th May	Sandakan, Thursday Island
"ST. ALBANS"	5,000	25th May	Townsville, Brisbane, Sydney & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"JAPAN"	6,000	28th Apr. 9 A.M.	Amoy, Shanghai & Kobe.
"PIA-SY"	7,346	24th May	Shanghai only.
"ST. ALBANS"	5,000	7th May	Japan direct.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in the section of their P. & O. Tickets Singapore to Calcutta.
All Cabins are fitted with Electric Fans free of charge.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKINNON, MACKENZIE & CO.,
Agents.

21, Des Voeux Road Central, HONGKONG.

O S K
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday ... 14th May

BUENOS AIRES—RIO DE JANEIRO, SANTOS, MAURITIUS.

DURBAN & CAPE TOWN via SINGAPORE. PASSENGER SERVICE.

"CHICAGO MARU" ... Sunday ... 15th May.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"GANGES MARU" ... Saturday ... 30th April.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service.

"SHISEN MARU" ... Sunday ... 1st May.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA.

Via Shanghai and Dairen—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee & St. Paul Railway.

"AFRICA MARU" ... Thursday ... 28th May.

NEW YORK via SUEZ—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"SUMATRA MARU" ... Tuesday ... 31st May.

NEW ORLEANS LINE via SUEZ.

"SUMATRA MARU" ... Tuesday ... 31st May.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

"RAIO MARU" ... Sunday ... 1st May.

TAKAO via SWATOW & AMOI.

"SUZUKI MARU" ... Thursday ... 6th May.

For sailing dates and further particulars please apply to
Y. YASUDA, Manager,
No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINE AND AUSTRALIAN PORTS

Steamer ... Arr. Hongkong from Australia ... Lv. Hongkong for Australia

SAILINGS SUBJECT TO ALTERATION.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Redwood Varnes. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.
For Freight and Passage apply to— BUTTERFIELD & SWIRE, Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE.

S.S. "WENATCHEE" For MANILA ... Sailing May 3rd.

For VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports).

S.S. "CROSSEYS" Freight only April 19th ... Arrive Seattle May 21st.

S.S. "WENATCHEE" ... May 14th ... June 3rd.

S.S. "EDMORE" Freight only May 24th ... July 10th.

S.S. "WENATCHEE" ... July 25th ... Aug 18th.

S.S. "KEYSTONE STATE" ... Aug 3rd ... Sept 18th.

S.S. "ABERCOS" ... Sailing May 29th.

For PORTLAND DIRECT

(Calling Kobe & Yokohama).

S.S. "MONTAGUE" Freight only April 29th ... June 4th.

S.S. "ABERCOS" calling at Shanghai & Japan Ports Sailing June 2nd.

Through Bills of Lading issued to Overland Common points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions. [71]



THE PACIFIC STEAMSHIP CO.

REGULAR SERVICE

To & From

SAIGON-SINGAPORE-SUMATRA

JAVA PORTS.

OPERATING THE FOLLOWING U.S.S.B. STEAMERS

LAKE FARRAR ... May 2nd.

LAKE ONAWA ... May 19th.

Through bills of lading issued to all United States, Pacific Coast and Overland Points.

For full Particulars and Rates, Apply to—

THE ADMIRAL LINE,

5th Floor, HOTEL MANSIONS BUILDING.

Tel. Adm. 1, AUSTRAVIA. Telephones 2477 & 2478.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "WYTHEVILLE" ... to NEW YORK ... May 4th.

S.S. "WYNAH" ... to NEW YORK ... June 2nd.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE,

TELEPHONE 2477 & 2478. AGENTS. 5th Floor.

HOTEL MANSIONS.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
SHANGHAI, KOBE & YOKOHAMA	"ANDRE LEBON" 20,000	On or about 29th April.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI, SUEZ	"AMAZONE" 11,000	On or about 10th May

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,
Acting Agent,
Queen's Building.

Telephone 740.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

"VICTORIA" ... May 3rd.

"HWAH PING" ... May 13th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents,
115, Cross Street, Central.

Tel. 3467.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
JAPAN AND SHANGHAI	Isaba Maru	20th inst.
SAIGON	Andre Tabou	20th inst.
SHANGHAI	Sinkiang	20th inst.
SHANGHAI	Sinkiang	20th inst.
JAPAN	Hakohi Maru	2nd May

OUTWARD MAILS.

FOR	PER	DATE
Saigon	Asia	Friday, 20th, 9.00 A.M.
* Straits, Bangkok, Calcutta and Aden	Lake Farmingdale	Friday, 20th, 11.00 A.M.
Takao	Bokusan Maru	Friday, 20th, 1.00 P.M.
Philippine Islands	Loonyang	Friday, 20th, 2.00 P.M.
Ningpo, Shanghai and North China	Hopaku	Friday, 20th, 3.00 P.M.
Shanghai, N. China, and Japan	Andre Tabou	Friday, 20th, 5.00 P.M.

* Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannahodi, Aden, Egypt and EUROPE via MARSEILLES	Saigon	Saturday, 30th, 8.15 A.M.
* Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhannahodi, Egypt, and EUROPE via MARSEILLES	Isaba Maru	Saturday, 30th, 9.45 A.M.
Saigon	Derwent	Saturday, 30th, Noon
Swatow, Amoy and Foochow	Huichow	Saturday, 30th, 1.00 P.M.
Straits, and Bangkok	Huichow	Saturday, 30th, 2.00 P.M.
Swatow, Amoy and Tientsin	Huichow	Saturday, 30th, 3.00 P.M.
* Swatow, Shanghai and N. China	Chienan	Saturday, 30th, 5.00 P.M.
Shanghai, and North China	Chienan	Saturday, 30th, 5.00 P.M.
Saigon	Suining	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Kasio Maru	Sunday, 1st, 9.00 A.M.
* Saigon, Straits and Bangkok	Kasio Maru	Sunday, 1st, 9.00 A.M.
* Swatow, Shanghai and N. China	Chienan	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Chienan	Sunday, 1st, 9.00 A.M.
* Swatow, Shanghai and N. China	Chienan	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Chienan	Sunday, 1st, 9.00 A.M.
* Swatow, Shanghai and N. China	Chienan	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Chienan	Sunday, 1st, 9.00 A.M.
* Swatow, Shanghai and N. China	Chienan	Sunday, 1st, 9.00 A.M.
Swatow, Amoy and Keelung	Chienan	Sunday, 1st, 9.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES LONDON SERVICE

"PYRRHUS"	3RD MAY	London, Amsterdam & Antwerp.
"DEMODOCUS"	22ND MAY	London, Amsterdam & Antwerp.
"AGAPENOR"	24TH MAY	London, Amsterdam & Hamburg.
"MACHAON"	14TH JUNE	London, Rotterdam & Hamburg.
"ANCHISES"	21ST JUNE	London, Amsterdam & Hamburg.

LIVERPOOL SERVICE

"ANTIOCHUS"	3RD MAY	Genoa, M'sles, L'pool & G'gow.
"TYDEUS"	17TH MAY	Havre, Liverpool & Glasgow.
"EURYADES"	9TH JUNE	Genoa, M'sles, L'pool & G'gow.
"BEILEROPHON"	24TH JUNE	Genoa, M'sles, L'pool & G'gow.

PACIFIC SERVICE

"PROTESILAUS"	4TH MAY	Victoria, Seattle & Vancouver.
"TEUCHER"	25TH MAY	Victoria, Seattle & Vancouver.
"TALTHYBIUS"	15TH JUNE	Victoria, Seattle & Vancouver.

NEW YORK SERVICE

"ET. COMPANION"	16TH MAY	via Suez.
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HOMeward PASSENGER SERVICE

"PYRRHUS"	3RD MAY	for London.
"ANCHISES"	21ST JUNE	for London.
"MENTOR"	12TH JULY	for London.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

ASIA BANKING CORPORATION

(AN AMERICAN BANK).

Capital	U.S. \$4,000,000
Surplus and Undivided Profits	U.S. \$1,489,000

HEAD OFFICE	BRANCH
NEW YORK	SAN FRANCISCO.

Head Office for the Orient, SHANGHAI.

CANTON	HANKOW	MANILA	TIENTSIN
CHANGSHA	PEKING	SINGAPORE	

D. M. BIGGAR, Manager.

THE INDUSTRIAL & COMMERCIAL BANK, LTD.

Head Office—4, Des Voeux Road Central, Bankow Branch—Penoff Building.	Head Office—4, Des Voeux Road Central, Bankow Branch—Penoff Building.
INCORPORATED IN HONGKONG	INCORPORATED IN HONGKONG
CHUNG NGOI SUN PO	CHUNG NGOI SUN PO
(Chinese Daily Press)	(Chinese Daily Press)

Published Daily under the auspices of the CHINESE CHAMBER OF COMMERCE. Terms for Advertising (Translation fee) can be obtained at the Office, 104, Des Voeux Road Central, Hongkong, 121, Fleet Street, London, or from the different Agents. Documents translated from Chinese into English and vice versa.

CURRENT SAVING and Fixed Deposits bear interest at rates 2 per cent. 4 per cent. 5 per cent. respectively. Inquiry on our SPECIAL SERVICE will be welcome.

J. URBAN LY, Manager. Hongkong, July 7th, 1919.

COMMERCIAL.

OPENING QUOTATIONS.

April 23rd.

On LONDON—	Telegraphic Transfer	4/8
Bank Bills, on demand	4/8	
Bank Bills, at 30 days sight	4/8	
Bank Bills, at 4 months sight	4/8	
Credit, at 4 months sight	4/8	
Documentary Bills, 4 months sight	4/8	
On PARIS—	Bank Bills, on demand	570
Credit, 4 months sight	730	
On NEW YORK—	Bank Bills, on demand	49 1/2
Credit, at 60 days sight	53 1/2	
On BOMBAY—	Telegraphic Transfer	—
Bank Bills, on demand	182	
On CALCUTTA—	Telegraphic Transfer	—
Bank Bills, on demand	182	
On SHANGHAI—	Bank Bills, at sight	—
Private 30 days sight	—	
On YOKOHAMA—	On demand	102
On MANILA—	On demand—Paseo	103 1/2
On SINGAPORE—	On demand	103 1/2
On BATAVIA—	On demand	141
On HONGKONG—	On demand	—
On SAIGON—	On demand	—
On BANGKOK—	On demand	—
GOVERNMENT, Bank's Buying Rate	\$7.10	
Gold Leaf 100 fine, per tola	798.48	
Silver per oz.	74 1/2	

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION.

A. G. STEPHEN, Chief Manager.

Hongkong, December 29th, 1920.

THE BANK OF CHINA.

行銀國中

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital	¥90,000,000.00
Paid-up Capital	¥12,750,000.00
Reserve Funds	¥7,250,000.00

HEAD OFFICE—PEKING.

HONGKONG BRANCH—20-21, Consulate Road Central Branches and Sub-branches all over China, and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers:—The National Provincial and Union Bank of England, Ltd. The Guaranty Trust Company of New York. New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application. Every description of Banking Business transacted.

Loans granted on approved securities. Special facilities for Home Exchange. Interest on Fixed Deposits at the following rates:

For 3 months, 3 per cent per annum.
For 6 months, 4 per cent per annum.
For 12 months, 5 per cent per annum.

TSUYEE PEI, Manager.

Hongkong, February 7th, 1921.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Subscribed Capital	Fr. 150,000,000
Paid Up Capital	Fr. 75,000,000
Reserve Funds	Fr. 60,000,000
Deposits	Fr. 885,000,000

The Chinese Government Owns one-third of the Capital.

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS.

BRANCHES:	Yunnanfu
Hongkong	Hankow
Manchuria	Harbin
Peking	Singapore
Shanghai	Swatow
Tientsin	Yokohama
Hankow	Manchuria
New York	London
Batavia	Tientsin
Batavia	Pnom-Penh

BANKERS: In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London Joint City & Midland Bank, Ltd.

In SAN FRANCISCO: Crocker National Bank.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold.

Terms on application. Every description of Banking and Exchange business transacted.

Special facilities for French Exchange.

M. MONTAGNIER, Manager.

Hongkong, January 20th, 1921.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1852.

HEAD OFFICE—LONDON.

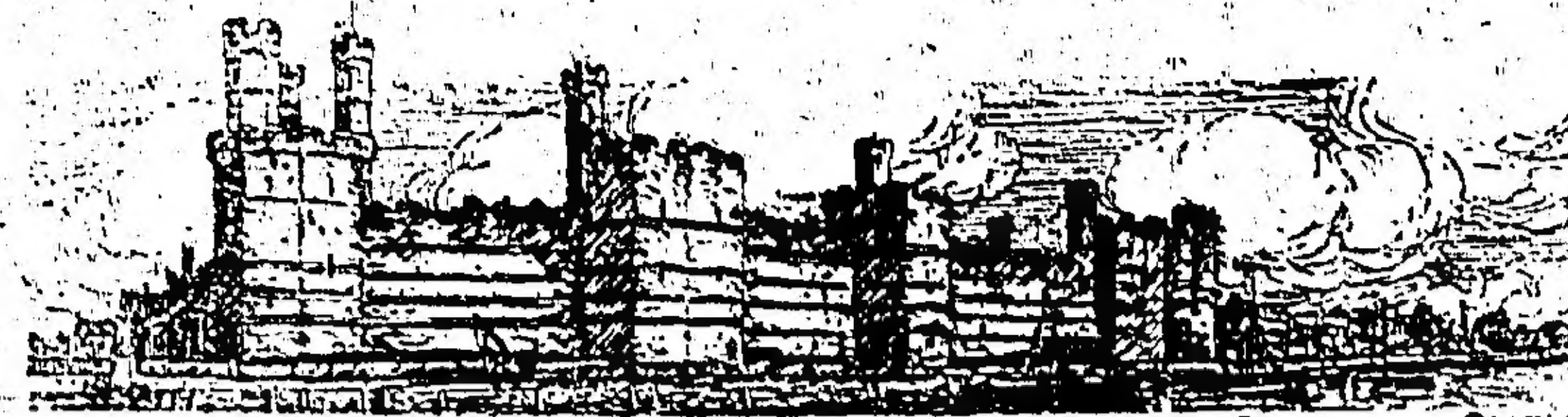
Paid-up Capital	£1,000,000
Reserve Fund	£1,000,000
Reserve Liability of Proprietors	£1,000,000

FOREIGN EXCHANGE and General Banking business transacted.

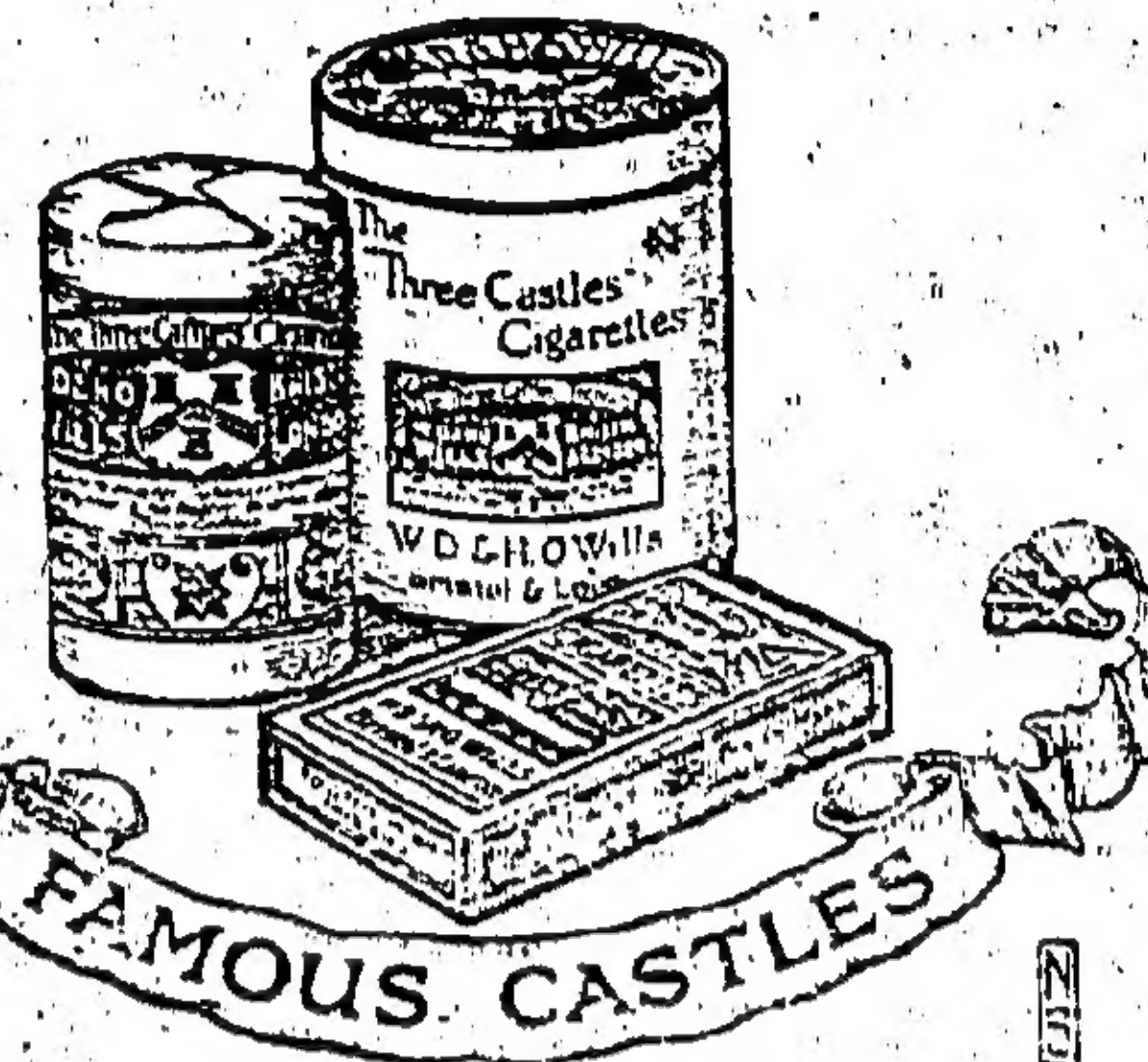
CURRENT ACCOUNTS open and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON, Acting Manager.

Hongkong, March 20th, 1921.



Just Pure Rich Mellow Virginia Tobacco



The "Three Castles" Cigarettes

THE CIGARETTE WITH THE PEDIGREE

If you smoke a pipe of course you smoke "CAPSTAN NAVY CUT"

This advertisement is issued by British-American Tobacco Co. (China), Ltd.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE:

Hongkong Head Office:	Paid-up Capital	£15,000,000
Reserve Funds:	Starting	£2,500,000
Silver	£1,500,000	
Reserve Liability of Proprietors	£15,000,000	

Court of Directors:

G. T. M. ECKERS, Esq., Chairman.
G. M. DONWELL, Esq., Deputy Chairman.
D. G. M. BERNARD, Esq., Hon. Mr. E. V. D. FARR.
A. S. GIBNEY, Esq., W. L. FARMER, Esq.
Hon. Mr. P. B. HOLYAK, J. A. PLUMMER, Esq.
Hon. Mr. A. O. LANG, J. H. P. WHITE, Esq.

Chief Manager: Hon. Mr. A. G. STEPHEN.

Manager: Hongkong—A. H. BARNUM, Esq.

Acting Manager: Shanghai—G. H. SMITH, Esq.

LONDON BANKERS: LONDON COUNTY WESTMINSTER & PARK'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, April 23rd, 1921.

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THE BANK OF TAIWAN

(TAIWAN BRANCH).

Incorporated by Special Imperial Charter, 1899.

Capital Subscribed	Yen 60,000,000
Capital (Paid-up)	48,000,000
Reserve Funds	9,600,000

HEAD OFFICE—TAIPEI, FORMOSA.

BRANCHES:

JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.

FORMOSA—Gilan, Kagi, Karsen, Keelung, Makung, Nanto, Piman, Shichiku, Tachiu, Tainan, Takow, Tamui, Tohwen, Aik.

CHINA—Shanghai, Hankow, Kinkiang, Amoy, Foochow, Swatow, Canton, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS: LONDON COUNTY WESTMINSTER AND PARK'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tientsin, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch India, Australia, America, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOH, Manager.

HONGKONG BRANCH: 3, Des Voeux Road Central.

Hongkong, September 1st, 1920.

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THE CHINA SPECIE BANK, LTD.

HEAD OFFICE:

St. George's Building, Hongkong.
Chairman of Board of Directors: Mr. WONG SHIU HAM.
Chief Manager: Mr. L. S. HOLM.
Asst. Manager: Mr. K. T. WONG.
Hongkong Manager: Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings, and Fixed Deposits bear interest at rates of 2 per cent, 4 per cent and 5 per cent per annum, respectively.

L. S. HOLM, Chief Manager.

Hongkong, October 2nd, 1920.

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THE BANK OF EAST ASIA, Limited.

HEAD OFFICE—

No. 2, Queen's Road Central, HONGKONG.

Established 1819.

PAID-UP CAPITAL	£2,000,000.00
RESERVE FUND	£500,000.00

DIRECTORS:

Mr. Fong Wai Tong, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po.
Mr. Li Koon Chun, Mr. Mok Ching Kong.
Mr. Fung Ping Shan, Mr. Wong Yan Toog.
Mr. P. K. Kwok, Mr. Chan Ching Bak.
Mr. Ng Chang Lak, Mr. Kan Chin Nam.

Chief Manager: Mr. Kan Tong Po.

Asst. Manager: Mr. Li Tse Tung.

BRANCHES & AGENCIES—

LONDON, SHANGHAI, NEW YORK, YOKOHAMA, KOBE, NAGASAKI, SAIGON, SINGAPORE, PENANG, TIENTSIN, HANKOW, MANILA, BATAVIA, SAMARANG, SOERABAYA.

London Bankers:—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent per annum on savings deposits 4 per cent per annum, and on Fixed Deposits at the following rates:

For 3 months at the rate of 2 1/2 per annum.
For 6 months at the rate of 3 per annum.
For 12 months at the rate of 4 per annum.

KAN TONG PO, Chief Manager.

Hongkong, October 1st, 1920.

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Printed and Published by HENRY AUGUSTUS GILBERTSON, for THE HONGKONG DAILY PRESS, Ltd., at 104, Des Voeux Road Central, Victoria, Hongkong.

Office: 121, West Street, N. C.

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BANQUE DE L'INDO-CHINE.

(FRENCH BANK).

Head Office: 15bis Rue La Fayette, Paris.
Subscribed Capital: Frs. 72,000,000.00
Paid-up Capital: Frs. 68,400,000.00
Reserve Funds: Frs. 69,567,203.54

BRANCHES:

Bangkok, Hongkong, Saigon, Batavia, Shanghai, Canton, Nankai, Peking, Tientsin, Hankow, Yokohama, Manila, Soerabaya, Penang, Hongkong, Pnom-Penh, Pondichery.

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement. Every description of banking and exchange business transacted.

V. MARROT, Acting Manager.

Hongkong, November 1st, 1920.

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THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:

15, Gracechurch Street, London, E.C. 3.

Authorized Capital	£2,000,000
Subscribed Capital	£1,800,000
Paid-up Capital	£1,050,000
Reserve Fund	£1,100,000

BANKERS:

THE BANK OF ENGLAND, THE LONDON JOINT CITY & MIDLAND BANK, LTD.

Branches: Bombay, Hongkong, Kuala Lumpur, Rangoon, Calcutta, Madras, Shanghai, Colombo, Kandy, New York, Singapore, Delhi, Karachi, Penang, Galle, Korta Bharu, Fort Louis (Mauritius).

HONGKONG BRANCH:

Every description of Banking and Exchange business transacted. INTEREST allowed on Current Accounts to 2 per cent per annum on Daily Balances and on Fixed Deposits at rates that may be ascertained on application.

C. L. SANDES, Manager.

7, Queen's Road Central, Hongkong, April 26th, 1921.

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